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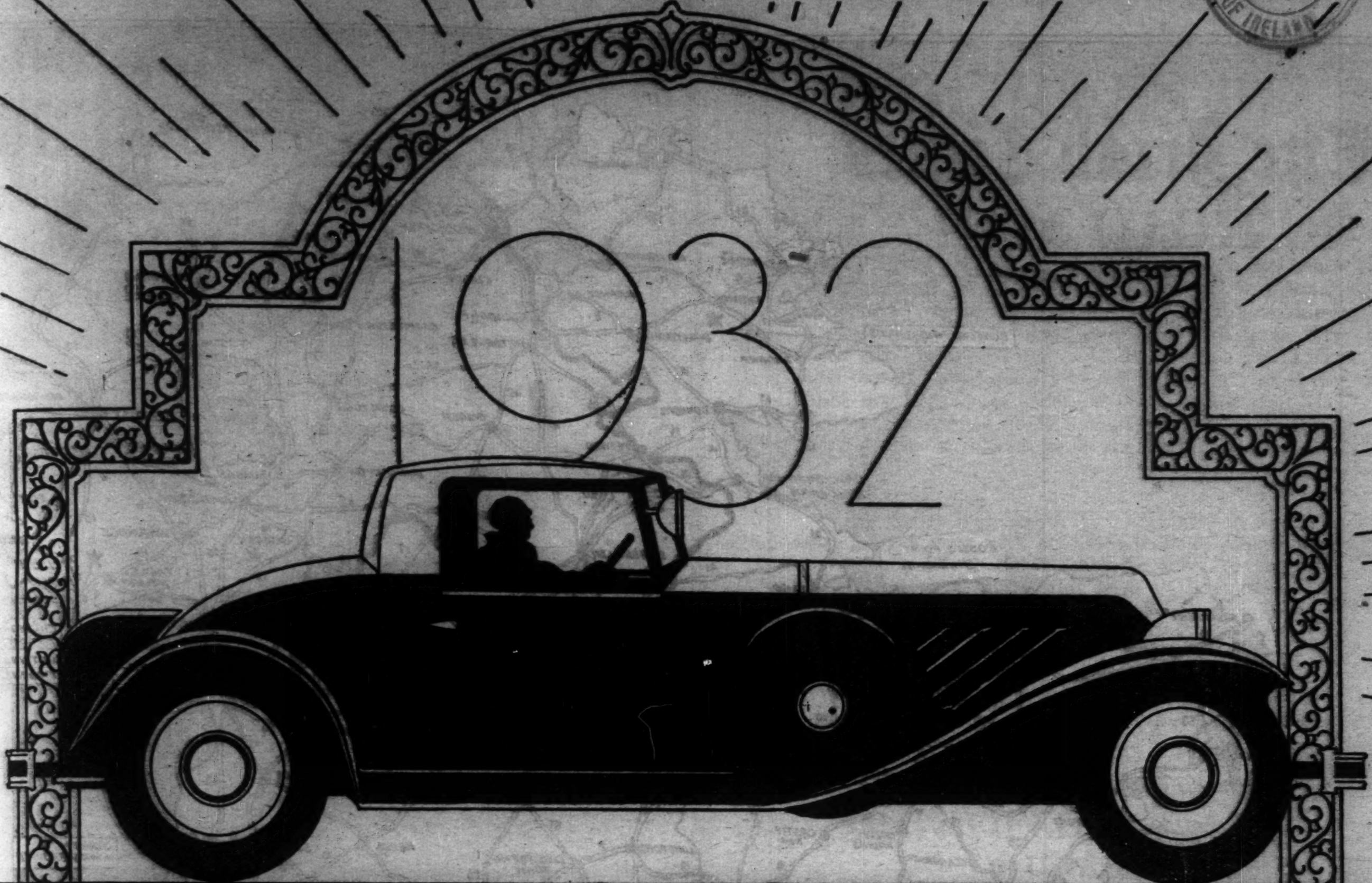
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PLEMENT TO THE "IRISH TIMES," APRIL 8, 1932.



The IRISH TIMES MOTORING SUPPLEMENT

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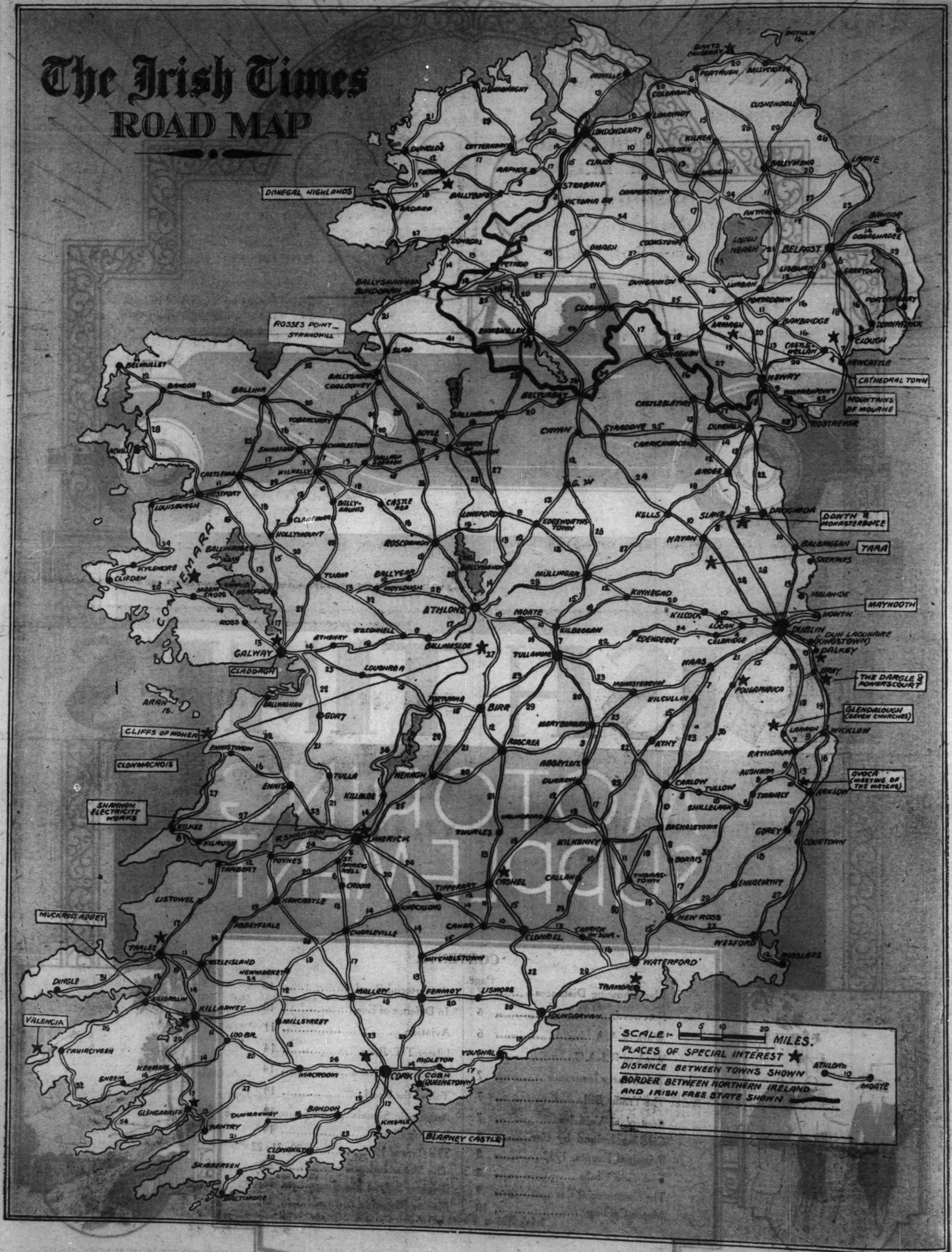
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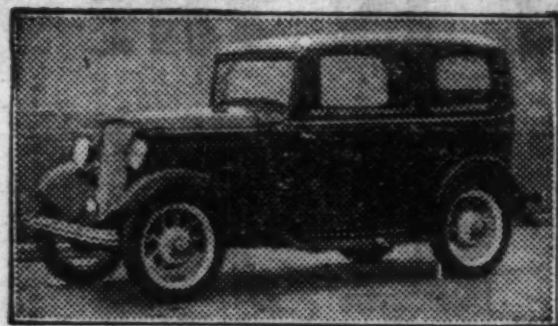
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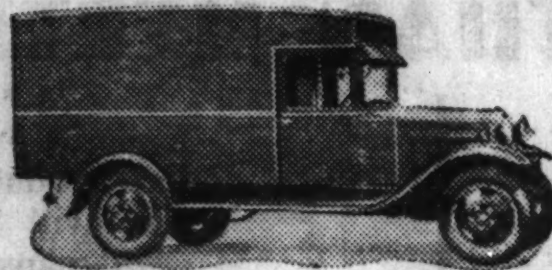
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THE MOTORIST IN IRELAND.

THE AUTHORITIES AND THE PUBLIC.

DRIVERS' RIGHTS.

IN presenting this Motor Supplement to the public we would remind our readers that the motoring industry in Ireland is one of the most important sources of revenue that the country possesses. Not only does the import of motor vehicles yield a very substantial revenue to the Free State Government, but the growth of motoring throughout the country has produced an enormous series of employment sources, the full extent of which cannot be gauged precisely.

How many garages and petrol stations have arisen in the Free State during the last ten years? Every one of them, employing growing numbers of men, adds to the commercial prosperity of the area in which it is situated. It is true, unfortunately, that, in their anxiety to keep abreast of the growth of motoring, garage proprietors have not always paid sufficient attention to the aesthetic needs of their district, with the result that some of the most beautiful parts of the countryside have been disfigured by crude, and often unsightly, petrol stations. As time goes on, however, these faults tend to disappear, and, taking the rough with the smooth, there is no doubt that the country has benefited immensely by the advent of the modern car.

PURCHASES.

In 1930 the Irish Free State imported more British motor cars than all the other Dominions of the Commonwealth put together. Incidentally, it imported more cars of British make than all the foreign countries in the world put together. These facts indicate the extreme importance of the Irish Free State as a market for British-made cars; the point may be made furthermore, that it is a market which has not yet nearly reached saturation point. Money is scarce nowadays everywhere. Nevertheless, as a result of intelligent organisation among the members of the motor trade, the most modest citizen now can purchase a car and pay for it out of income. Moreover, the system of service has been developed out of all recognition during the last few years, and the man who to-day purchases one of the better-known makes of cars is assured of an efficient and constant service from the manufacturers' agents. It is not so long since a breakdown on a country road anywhere in the Free State was to the motorist in the nature of a minor tragedy. Spare parts were almost impossible to obtain outside Dublin and Cork; the Ford Company alone in these days recognised the importance of a ubiquitous service. In recent times, however, the British manufacturers have not been slow to follow the good example, and to-day, from Fairhead, in Antrim, to Mizen Head, in Cork, the motorist can be fairly sure of expert assistance. Indeed, in the event of mechanical trouble, the remedy is almost always to be found within a few miles from the spot where the breakdown occurs.

IMPROVEMENTS.

The development of the motor industry in Ireland is of the greatest importance to the nation. There is no country in Europe that offers greater attractions to the visiting motorist. Twenty years ago—indeed, ten years ago—the Irish roads were a by-word throughout the world. To-day no other country, with the possible exception of England, has

roads to equal the main roads in this island. With, perhaps, the exception of one or two counties, the local authorities, under the late Government's beneficent régime, improved their roads beyond measure; in consequence, tourist who bring their cars to this country can now be certain of an excellent service wherever they may choose to go. It is unnecessary, of course, to expatiate on the scenic beauties which Ireland has to offer. Lack of advertisement in former years, added to the political disturbances after the War, kept the motoring world outside our shores in ignorance of the amenities which Ireland offered to tourist and traveller; here, again, great strides have been made recently. The Irish Tourist Association has not been idle, and in Great Britain, as well as in the United States and many continental countries, the advantages of Ireland as a holiday resort for the motorist have been, and are being, advertised extensively.

This year of the Eucharistic Congress marks also the annual gathering of the British Medical Association, as well as the Cork Industrial Exhibition and several other important events. Ireland, therefore, may expect a large influx of British and foreign visitors. It is to be hoped that as many as possible of them will bring their cars, and that, incidentally, the Revenue authorities will take steps to ensure that motorists coming to Ireland will be subjected to the minimum amount of delay and irritation at the Customs. This applies more particularly to the Border between Northern Ireland and the Free State.

CO-OPERATION.

The tourist traffic is of equal value to both areas, and there is no good reason why the Dublin and Belfast Governments should not be able to come together on this occasion and evolve some arrangement whereby visitors to either area should be able to visit the other without the formalities with which the motorist who crosses the Border at present is forced to comply. Such an arrangement could be purely temporary, and, if necessary, could be made to apply only to persons who are bona fide tourists from other countries.

The ideal state of affairs would be that all these nonsensical formalities should be abandoned, and that the motorist, who is not out to swindle anybody, should be allowed to travel whithersoever he wills within the shores of his own country.

We are glad to notice that a considerable improvement has taken place recently in the hotel accommodation outside Dublin and the other cities, but there is still a good deal of room for criticism. Nothing is so discouraging to the visitor to any country as unnecessary high prices, and there is little doubt that, while the great majority of hotel-keepers in Ireland are hosts of the first order, there is in the remoter parts of Ireland some inclination to charge preposterous rates for accommoda-

tion and food of mediocre quality. The only way in which this abuse can be prevented is by an appeal to the good sense of the hotel-keepers themselves. There is no advantage to be gained from the continued slaughter of geese that lay golden eggs, and letters to the newspapers of recent years have disclosed the uncomfortable fact that many tourists, having come to Ireland once, decide never to return.

ROADS AND ROUTES.

The time has come now when we can tell the world that Ireland is on the motoring map. The roads are good and safe; the work of the Automobile Association and of the Royal Irish Automobile Club has been thorough, and the country is provided adequately with sign posts. Reasonably cheap hotel accommodation can be obtained if one knows where to go, and this year especially Ireland will be one of the most interesting countries in the world to visit.

It is unfortunate, however, that the authorities who were responsible for the excellent organisation of the Grand Prix motor races in the Phoenix Park during the last three years have decided not to hold the event this year—as a result of the failure of the general public to support the races financially. Nothing, indeed, could be more unfortunate than the necessity for this decision. Sir Malcolm Campbell described the Phoenix Park course as the best and safest course in the world. From the sporting point of view, each of the three races that have been held there have been magnificent successes, but, unhappily, financial failures. Surely there is some method by which this condition of affairs can be altered?

EXAMPLES.

In Northern Ireland the Royal Automobile Club runs its Tourist Trophy Race over the Ards Circuit, and, in spite of the fact that interests in the Isle of Man have used every endeavour to persuade the Club to hold its races on their island, the Belfast authorities have been able to retain the fixture for another year. If Northern Ireland can make a success of the T.T. races, the Free State ought to be able, and we are convinced, would be able, to make an equal success of the races in the Phoenix Park. Furthermore, we see no reason why the Free State authorities should not be able to arrange a Motor Rally similar to that which is fixed for August next in Ulster, and to that which took place with such conspicuous success in England some weeks ago. For an event of this kind Ireland actually has many advantages over England, because its lack of densely-populated areas and industrial towns would give the motorists a bigger chance of maintaining a high average of road speeds than they have under present conditions across the Channel. Is it too much to hope that within the next few years a Motor Rally will be organised, and that the Phoenix Park

Races will be revived? The task would involve a certain amount of trouble and work, and a great deal of organising skill, but the people of the Free State have no lack of organising ability, as they have proved on many occasions, and ought to be able to provide motorists with attractions which, at least, would be equal to those provided by any other country in Europe.

PROGRESS.

Those who look into the future foresee that in the days to come this little island of ours is likely to play a very important part in the development of international communication. As the natural jumping-off ground for trans-Atlantic aviation, Ireland holds a unique place, and there is no doubt at all that in the lifetime of most of us flights between Ireland and America will become matters of common occurrence. The aeroplane and the motor car are destined to be allies in the transportation of the future. The car will feed the aeroplane, and will be indispensable to its development.

For that reason the cult of motoring in Ireland is likely to play an important part in the economic development of our island, and ought to receive the maximum amount of encouragement, not only from the Government, but also from the people. At present the motorist is taxed at an abnormally high rate. In the Free State he not only is forced to pay a heavy road tax, based on horse power, as well as a stiff tax on petrol, but is forced also to contribute substantial sums to the Exchequer in the shape of import duties.

He is handicapped severely to this extent vis-a-vis his fellow-motorists in the Six Counties, with the result that motoring North of the Border has developed to a considerably greater extent than it has been able to progress in the South. We believe that a far-sighted Ministry would find ways and means of dispensing with the import tax, certainly so far as British-made cars are concerned, and that in this connection it ought not to be impossible for the Free State authorities to make a good bargain with Great Britain.

A BOON TO TRADE.

It is certain that if the import tax were abolished—or even reduced substantially—the sale of motor cars in the Free State would increase by leaps and bounds, thereby giving a fillip to the scores of ancillary trades and industries which mean so much to the remoter parts of the country. The astonishing growth of the omnibus traffic presents a problem with which we do not propose to deal here, and if, as we anticipate, large numbers of tourists bring their cars to Ireland during the next six months, the utmost care will need to be exercised on our roads.

The present organisation is insufficient to cope with a problem of the magnitude that is likely to be created, and eventually the establishment of a Ministry of Transport will become inevitable. If tourists are to have reasonable comfort on the roads stringent regulations will need to be enforced on omnibus drivers, and we hope that even at present, when official authority is divided into three compartments, some effort will be made before the Eucharistic Congress to check the growing evils of reckless driving.

BARRETT—In ever-loving memory of John Barrett, who passed away on April 10th, 1932.
GOLF—In loving memory of my dear mother, Julia Goff, who died at her residence, "Sans Souci," Rathfriland, on April 10th, 1932.

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A COSY CORNER FOR LIGHT AFFRE

WHAT IT DOES FOR THE MOTORIST.

From the small office in Fleet street the Association has progressed to the extensive Panum House, with branches in the big provincial cities of Great Britain and in Ireland. To the man in the street the most familiar part of the Automobile Association service is, of course, the road patrol in his yellow uniform, always ready to aid a member in distress, and with a surprising fund of unusual knowledge that helps to smooth the way of the owner-driver. This is but a small part of the Association's work, and probably the most public-spirited action it has done is to signpost the roads of Ireland so efficiently. From North to South and East to West the black and yellow signs are to be found, making it almost impossible for the traveller to lose his way. The work of making Ireland the best sign-posted country in Europe was started before the War by Mr. A. D. Allen, then Irish Secretary of the Association, and was resumed after the cessation of hostilities by the present Irish Secretary, Mr. C. W. Murphy. Roadside telephone boxes are also of considerable use to motorists, and are part of a communication scheme which, it is anticipated, will be developed more widely within the next few years.

Two most important services of which the general public know very little are the free legal defence system and the touring facilities offered to members. The petty technical infringements of the law which a motorist may commit are legion, and frequently the time wasted in court waiting for a summons to be heard is far more expensive than the small fine inflicted, and certainly much more irritating to a busy man. Under the legal defence system every member of the A.A. is entitled to representation by the Association's solicitors in Courts of Summary Jurisdiction for alleged offences against the Motor Car and Traffic Acts in connection with the driving of a motor vehicle, and thus membership relieves the motorist from the necessity of having to waste time in appearing at court.

The Touring Department is one of the most widely used branches of the Association, and thousands of routes are planned for members every year. Only those who have had itineraries prepared for them can fully appreciate the value of the service and the wealth of information which the routes supplied contain. Touring abroad makes membership almost a necessity; for the efficient manner in which the Association prepares a traveller's papers for the journey and the ability of its port representatives in clearing cars through the Customs quickly and without fuss, is a joy even to the experienced tourist.

One of the latest innovations of the A.A. is the Aviation Department, which is under the direction of a well-known air pilot, Captain Ivor McClure. This department, with the aid of the Touring Branch, prepares itineraries for air travellers and supplies aviation maps, complete in all details as to the location of aerodromes, emergency landing grounds and other information. Many fliers who have set out on long-distance flights across the world have invoked the aid of this department in the preparation of their routes. Road patrols also give aid to the airman, and not long ago, when a pilot was forced down near Stranraer owing to bad weather, an A.A. patrol appeared promptly and produced ropes and pickets for the "anchoring" of the aeroplane for the night. Recently a meteorological service was instituted, and several times daily weather reports for airmen are broadcast from the Association's Wireless Station at Heston air port, near London. At present these reports are prepared from Air Ministry information, but it is intended that selected members of the road patrol will be trained in the observation of weather conditions, in order that they may be able to supplement the broadcast information.



AN ARTISTIC SETTING.—A Morris-Cowley Saloon outside Dorchester Abbey.

HINTS FOR THE OWNER-DRIVER.

SOME GENERAL RULES.

See that the gear-box has a good supply of oil.

Be polite; dim your headlights even if the other fellow does not dim his.



TWENTY YEARS AGO.—Both in the limbo of the past. A photograph taken on the course on the morning before the Gordon-Bennet Race.

**THE ROYAL IRISH
AUTOMOBILE CLUB.**

ADVANTAGES OF MEMBERSHIP.

The Garage is one of the finest club garages in these countries, and is open day and night. Adjoining the Garage is the Parcels Office, where thousands of parcels are handled weekly for members' convenience. Moreover, membership carries with it the right to use the Royal Automobile Club in London on production of their cards, and the same privilege applies to the use of the R.A.C. Country Club at Epsom. Similar facilities are extended to Lady Members at the Club House of the Women's Automobile and Sports' Association, Buckingham Palace Gardens, London. There is also an arrangement with the Royal Scottish Automobile Association.

Associate membership, which can be gained on payment of one guinea a year (half-a-guinea for motor cyclists), secures quite a number of advantages, which, of course, are also shared by full members. The Club, for instance, will take on the motorist's defence free of cost in any police court in Great Britain and Ireland in any summons (other than a criminal offence) relating to the driving or ownership of motor car.

If a member of the R.I.A.C. should have a breakdown or accident on the road, the special "get you home" vouchers issued by the Club secures for him immediate assistance from the nearest R.I.A.C. agent, while a relief or touring car will be sent to help. In Great Britain and Northern Ireland the service of R.A.C. agents are available in a similar capacity by special arrangement.

Free State members or associates taking their cars to Great Britain and Northern Ireland are supplied by the Club with special Customs' documents, which are as a veritable "open sesame" at the frontiers of virtually every European country, thus avoiding the trouble and inconvenience of making cash deposits with Customs authorities. International driving and car licences are also supplied.

The Club makes all arrangements for the transport of members' cars, and places at their disposal the services of its port officers at ports of embarkation, as well as arranging for members to be met at British or foreign ports by agents who will give every assistance.

In the matter of insurance the R.I.A.C. policy has been drawn up specially in the interests of members and associates, and contains certain special features not provided in the usual policies.

The Club Badge is recognised all the world over, and will secure the ready attention of R.A.C. Road Scouts for members or associates travelling in Great Britain and Northern Ireland. It serves, in addition, as a means of recognition between those associated with the Club.

The R.I.A.C. issues annually to its members a Club Diary and Handbook, containing very useful information for motorists. Information as to road conditions almost anywhere is supplied on application to the Club's Touring Department, and associates can obtain specially prepared itineraries for tours anywhere in these islands.

An attractive feature of the R.I.A.C. which should be more widely utilised is that non-car owners who wish to join the club may do so as Club House Associates at a reduced rate of subscription. Such Associates have the full use of the club house and parcels office, but not of the garage, nor are they entitled to touring facilities.

Lady Club House Associates have the right to use the Women's Automobile and Sports Association premises equally with lady members.

W. Chickens, 1/4 lb. live weight, 3 to 4 lbs.—
Kingston, Enniskean, Cork. 6 0

14 WHITE Wyandotte or Light Sussex Chicks, with
Mother, £1; carriage paid.—Mrs. Strong, Meate
Kells, Meath. 7 6

500 LIGHT Sussex Pullets, 3 months old, Roths-
child's blood-tested stock, strong and healthy.
4/6 each.—E. Kingston, Enniskean, Co. Cork.

A DELAIDE road—Substantial Family Residence, containing 3 reception, 6 bedrooms, maid's room splendid order throughout; garden and garage; price £1,400. Apply Garvey and Good, Lincoln place. 4 E

TERENURE (next tram and 'bus)—Charming Non-basement Residence, 8 spacious apartments, conservatory, or diningroom, electric light and heating throughout, bath, two lavatories, toolhouse; space for garage; rent 25 Ss.; lease 800 years; price £1,285; owner being transferred. Appointment: Corrigan and Co., 4 Grafton street.

A DRAWINGROOM Flat, Herbert street; three roomed Flat, Clanswilliam place; two and four roomed, separate hall door Flats, Merriem square. Particulars, Archer, 12 Lower Fitzwilliam street; phone, 62023. 5k

A T. 15 Herbert place. Unfurnished Flat 4 roomed.

AT Sharpley's, Baby Linen Specialists—Lad-
 to write for Catalogues Baby Linen, Accd
 Nursery Requisites.—Nassau street, Lower
 street.

THIRD PARTY INSURANCE.

VIEWS OF MR. M. STOKES

(Of Messrs. Coyle & Co.).

THE Road Traffic Bill, if it becomes law, will make it compulsory for all owners of mechanically-propelled vehicles to have a policy of insurance; moreover, it will be compulsory for each and every driver to carry a certificate with him. This certificate will bear the name of the insurance company, and by virtue of this fact alone should save a tremendous lot of expense and bother. Thus a person unfortunate enough to be involved in a motor accident, either to person or property, immediately will be able to get in touch with the proper quarters in order to secure his legal due.

At the present time there are a great many motorists driving cars valued from five to twenty-five pounds, many of them uninsured. In fact, some of the cars are so ancient that no insurance company will carry the risk. If, therefore, property is destroyed or damaged, or if a person is injured by any of these vehicles, the proprietor is generally a man of straw and the unfortunate injured party has no remedy.

RISKS AND RATES.

The insurance companies do not look on this Act altogether as one that is going to confer a great deal of benefit on them; rather will it be more difficult for them to select the risks—as they have been able to do up to the present—accepting some and rejecting others. If, for instance, a man has a bad record, even though he may not be a careless driver himself, he will find it very difficult to get insured, and, even if he does, it is at a very enhanced premium, and possibly on condition that he himself carries heavy excess—that is to say, that he would have to pay some proportion of every claim. Under the proposed Road Traffic Act the owner must be free of this excess. Another "risk" is the man who imbibes too freely, or the careless, reckless, dangerous driver. It seems hardly conceivable that the insurance companies will be compelled to cover risks of this kind; the alternative seems to be that the policy would have to be covered by the State, which entails some arrangement to bring this class of individual within the scope of the Act.

At the present moment it is obviously absurd that a person suffering from any physical defect, as well as a person of doubtful character, can obtain a licence for the mere asking. There is no test; the licence is issued without question, and it is, in fact, not an uncommon thing for a busy business man to send his office boy to get the certificate.

The bill, on the whole, is excellent, from the insurance point of view, and the benefits that in law it will bestow on the public are undoubtedly. There ought, however, to be a tightening-up of the licensing laws. Persons suffering from serious physical defect, bad sight or hearing, or loss of limbs, should be prevented from driving. One has only to see the traffic in the City of Dublin at present to realise how very important this question of licences is and must be in the future.

POLICIES.

Insurance companies will certainly have to remodel their policies, because provision is taken in the Act to see that the third party who suffers injury is not to be deprived of rights simply and solely owing to an error or mis-statement in making out the policy. Originally, when the bill was drawn up, it contained a clause so drastic as to say that a form filled in under false pretences, withholding the most material information, was not to be relied upon by the insurance company for the purpose of repudiating liability; but the late Government agreed to amend this clause when it was pointed out to them that a man might possibly have his licence suspended by a magistrate, withhold that information from the insurance company, get a policy from them and a certificate under the Road Traffic Act. The late Government agreed that this could not possibly be allowed to stand.

There is, however, from the insurance company's point of view, one very bright spot in the bill, and that is, that when it becomes an Act, juries will no longer have the power to assess damages; they can only bring in a verdict of negligence or the like, and the judge alone has power to affix the sum. This possibly will have the effect, when the Act has been in operation for some time, of reducing the heavy premiums which companies have been forced to charge up to the present, owing to the high damages that have sometimes been awarded against them by juries.

THE TRAFFIC BILL.

TIGHTENING-UP ROAD LEGISLATION.

IRISH motorists in general have been disappointed that the long-promised Traffic Bill was not placed on the Statute Book before the dissolution of the last Dail. The bill saw the light towards the end of last year, when four days were given to its discussion in Committee.

During the discussions Mr. R. Mulcahy (Minister for Local Government) indicated his desire to accept any useful suggestion, no matter from what side of the House it came; possibly this was one of the chief reasons that the bill did not reach the Statute Book; indeed, had it been a party measure the probability is that it would have been pushed through. Actually the discussion was more in the nature of preliminary examination, as the Minister had promised to re-commit the bill on report stage, and accordingly few contentious amendments were moved, much less disposed of, in Committee.

One amendment which was carried, however, and one which is of great interest to motorists, related to dangerous driving. The bill, as drafted, proposed that where proof was forthcoming that a person, charged with dangerous driving, was at the time of the occurrence actually driving at a speed of more than thirty miles an hour, such would be taken as *prima facie* evidence of his guilt. An earlier section of the bill had abolished the speed limit for the ordinary motorist, and it was felt that the proviso in regard to charges of dangerous driving would rob the measure of much of its advantage, at any rate, in the eyes of the motoring public. Motorists were relieved then when an amendment was carried deleting the objectionable clause.

As regards the speed limit for 'buses and lorries' it seemed at the time certain that the limits specified in the bill—namely, of twenty-five miles an hour for the ordinary 'bus would be raised to thirty or even thirty-five miles an hour; for, as every motorist knows, in order to maintain an average of even twenty-five miles an hour it is necessary (having regard to stoppages and other delays) to run a vehicle at a much higher rate for portion, at least, of the journey. This, however, was one of the matters deferred to the report stage.

DRIVING LICENCES.

In the matter of the issue of driving licences an important amendment effected was the raising of the age limit for motor cycle licences from fourteen years to fifteen; there was, undoubtedly, strong feeling amongst all parties in the House that the age limit might be raised to sixteen.

There was no alteration in the proposals of the bill fixing seventeen years as the age limit for issue of a licence for an ordinary motor car, eighteen for drivers of motor goods' vehicles, and twenty-one for 'bus drivers. In order, however, to prevent hardship to existing drivers, mainly of 'buses and lorries, the Minister promised an amendment securing to these the right to obtain driving licences where they had been driving for, say, six months before the passing of the Act, or where their employment for more than two months before the passing of the Act solely depended upon the driving of a motor vehicle.

On the question of driving motor vehicles whilst under the influence of drink or drugs, the Dail wiped out the distinction which the bill made as to whether the vehicle was a public service vehicle or otherwise. The result of the Dail amendment was to apply the same penalties, irrespective of the class of vehicle, these being agreed upon as follows: In the case of a first offence, £50 fine or imprisonment up to three months, or both fine and imprisonment. For the second or subsequent offence a fine up to £100, or six months' imprisonment, or both fine and imprisonment, with a consequential disqualification of the driving licence for a period not less than twelve months in the case of a first offence, and not less than three years where the offence was not the first. The bill gave the right of the disqualified person to apply every three months to the Court for the removal of the disqualification.

An important discussion concerned the provisions of the bill which made it a condition that where the holder of an endorsed licence wished to have the endorsement removed he or she should have lawfully held a driving licence for a continuous period of three years. The main discussion centred around the word "continuous," and it seemed quite clear that on the report stage the section would have been amended, as being a matter of great interest to the private motorist as well as other drivers.

In the matter of fines and prosecutions, motorists have more than once complained that they never knew they had committed an offence against the law until they got a summons, and by that time they found themselves in great difficulty to recall the circumstances of the occurrence. It was, therefore, with some satisfaction that an amendment was accepted to secure that the Civic Guards would be required not only to give notice in writing of the time and place of the alleged offence, but to supply also a brief statement of the occurrence upon which the charge was based, so that the motorist would know exactly what he had to answer.

An aspect of the bill that came in for much criticism, particularly of the Labour deputies, was that entrusting the police with powers of inspection—both general and occasional—of public service vehicles. It was evident that Labour demanded that the persons inspecting such vehicles should be stated explicitly in the bill to be people "of technical knowledge and experience." The Minister for Local Government tried to convince the deputies that the only people who would, in fact, be called on to carry out inspection of a serious nature would be members of the Guards specially trained in motor mechanics, but it seemed that he was not prepared to yield on the question of occasional inspections, as it was obvious that occasional inspection would be something of a very *prima facie* nature.

TEST FOR DRIVERS.

The *Irish Times* has repeatedly stated the view that, in the matter of driving licences, the law should contain a definite provision insuring that the driver is competent. It is to be regretted that this very important matter did not meet with more satisfactory treatment when the bill was under discussion. The House agreed to the suggestion as it stood in the bill, which merely proposed a declaration by the applicant for a driver's licence that, to the best of his knowledge, he was not suffering from any disease or physical or mental disability which would be likely to make his driving dangerous. Many people think that this is not enough. In other countries it has been necessary to insist on a test of competency; doubtless, such insistence is in the interests of the community as much as of motorists themselves.

It is interesting, however, to note the viewpoint contained in the bill with regard to drivers of public service vehicles, as these drivers will be required to submit to a competency test. It is understood that the reason for the distinction is largely one concerned with the degree of control of the persons using the vehicle. In a public service vehicle the passengers are very remotely in control.

PARKING PLACES.

The bill made no effort to deal with the difficult question of parking places. Some objection seemed to have been raised to the power proposed to be given to the Commissioner of the Guards to prescribe these. This is a somewhat difficult matter. The average motorist parking his car seldom refused an honorarium to the parking attendant, but, unfortunately, some motorists have been very inconsiderate in this respect. It was thought advisable, in the circumstances, to secure some rights to the attendants, and it is not expected that the fee which the Commissioner will fix will be anything more than that normally paid.

A clause which was agreed to with little or no discussion was that which deals with police authority to secure a free passage for vehicular traffic through fairs and markets. That clause, however, had nothing to do with stopping the holding of fairs and markets on public streets. This question of fairs and markets has agitated many people, and various suggestions have been put forward for the removal of fairs from public thoroughfares to fair greens. The point was specially considered by the Inter-Departmental Committee with, we believe, legal assistance, and it was found that, apart from any question of policy, there were numerous questions of law and equity involved.

The provision of the bill requiring lights to be carried where live-stock was being driven on the roads at night is one which will certainly come in for serious discussion when a new Traffic Bill again comes before the House. In the last Dail members from the rural areas were not at all enamoured of the proposals.

CONTROL OF PUBLIC VEHICLES.

THE WORK OF THE CARRIAGE OFFICE.

ALTHOUGH not nearly so well known as it deserves to be, the Carriage Office, under the control of the Dublin Metropolitan Guards, plays an important part in the regulation and control of the vehicular traffic in the chief city of Ireland. On the officers in charge of this department rests the heavy responsibility of seeing that the standard of all vehicles plying for public hire is maintained at a level that will secure the safety of passengers and public alike. If the neat, tidy and workmanlike state of such public vehicles as 'buses, taxis, hackney cars and cabs is preserved; if there is an absence of those ramshackle, dirty and dilapidated vehicles which once were such an eyesore, such is entirely due to the close inspection and supervision of the officers of the Carriage Department. On them devolves the duty of issuing licences for all these services, carrying out inspections, not alone at time of issue, but also periodic and surprise inspections and visits.

LICENCES ISSUED.

The number of public hire vehicles licensed at the Office during the past three years was as follows:—

Type.	1931.	1930.	1929.
Stage Carriages	799	844	825
Motor Job Carriages (6 seats and over)	515	587	538
Motor Cabriolets	283	366	383
Horse-drawn Cabriolets ...	176	219	233
Horse-drawn Job Carriages	96	105	109
Hackney Carriages (horse)	92	140	170
	1961	2261	2264

An interesting point in the above figures is the reduction in the number of licences issued for 'buses and job carriages to seat more than six persons. The reason for this is to be found, no doubt, in the heavy tax placed on these vehicles by last year's Budget, the owners evidently finding it impossible to pay the tax of five pounds per seat per vehicle. Another feature is the slow, but gradual, passing of the horse-drawn hackney cars and cabs. All told there are now only 268 such cabs and "hacks" plying on the streets compared with 515 in the year 1924. The next few years will probably see their disappearance, as complete almost as that of the London "hansom," from Dublin's streets.

The number of licensed motor cabriolets (taxis) shows a decrease of 83 as compared with the previous year. The slump is to some extent due to the refusal of the Carriage Office authorities to pass the cars presented, many being below the desired standard.

The greatest number of drivers' and conductors' licences during the year was: Drivers 3,711, conductors 1,680—a total of 5,391 as compared with 5,396 in 1930 and 4,677 in 1929. During the year 10 drivers' and conductors' licences were suspended.

LOST PROPERTY.

The Carriage Office plays quite a big part in the recovery of lost property, and virtually every day in the week the officials return articles to forgetful or careless owners. Their task, however, is not a little helped by the honesty of both drivers and conductors of public hire vehicles, who, indeed, rarely lose time in bringing to the Office different articles or possessions which they find in their vehicles.

It is really extraordinary how forgetful or careless the hirers of public vehicles can be, and during the year a bewildering array of property is recovered. The hundreds of umbrellas left behind would give colour to the statement that umbrellas are made to be lost. They are the most common article coming to hand; but they are followed closely by scores of women's hand-bags, with varied contents. Books are found in plenty, from copies of the Bible and Prayer-Books to cheap novels. Dancing pumps, goloshes, gloves, overcoats, spectacles are also amongst the most frequently forgotten articles, while an unusual find within the last week or two consisted of a knife and fork. Parcels of meat and other food occasionally come to hand, one of the latest "lots" being a parcel of herrings. A lot found in one vehicle was a bookmaker's bag and tickets.

In all, during the last year 2,180 articles were surrendered to the Carriage Office by the drivers of public hire vehicles.

BARRETT—In ever-loving memory of John Barrett, who passed away on April 10th, 1929.
GOLF—In loving memory of my dear mother, Julia Goff, who died at her residence, "Sans Souci," Rathgar road, on April 10th, 1917.

BEST ORRILL COAL 44/-
BEST WIGAN COAL 41/-
BEST HOUSE KITCHEN 38/-
BEST JEWEL KITCHEN 35/-

STESS
SPECIAL DISCOUNT
2/- PER TON
CASH WITH
ORDER

Central Heating and Sanitation, with all improvements. Electric Lighting throughout the premises. Highly qualified Staff.
Boys are prepared for University, Army, Navy, Public Schools, etc. Specially qualified Matron.
Special Commercial, Model Engineering and

Examination for above will be held on 7th and 8th JUNE NEXT.
Entrance Forms must be lodged with the Registrar on or before the 20th May next.
Entrance Forms and full particulars may be had

A COSY CORNER FOR LIGHT REFRESH

MOTORING tourists must often wonder why there is no continuous coast road completely circling this little island of ours. The more one examines the matter the more is one puzzled as to why there has been such indifference to the establishment of an Irish Grand Coast Way. At a glance the country seems to be fortunately circumstanced for such a project. The total length of Ireland is roughly three hundred miles, and the average width is approximately one hundred miles—a circular tour of well over a thousand miles unfolds a coast line of diversified beauty and charm that is not surpassed by any country.

"The more I have seen of them," says Lieutenant-Colonel Tamplin, the well known Dublin motorist, "the more am I impressed with the need for the development of existing roads to form such a coast road. I know that the late Mr. Tim Healy was very enthusiastic about the building of such a roadway, and I think, if it were developed and worked as a national enterprise, it would pay its way well and would certainly add greatly to the attractions of this country for motorists."

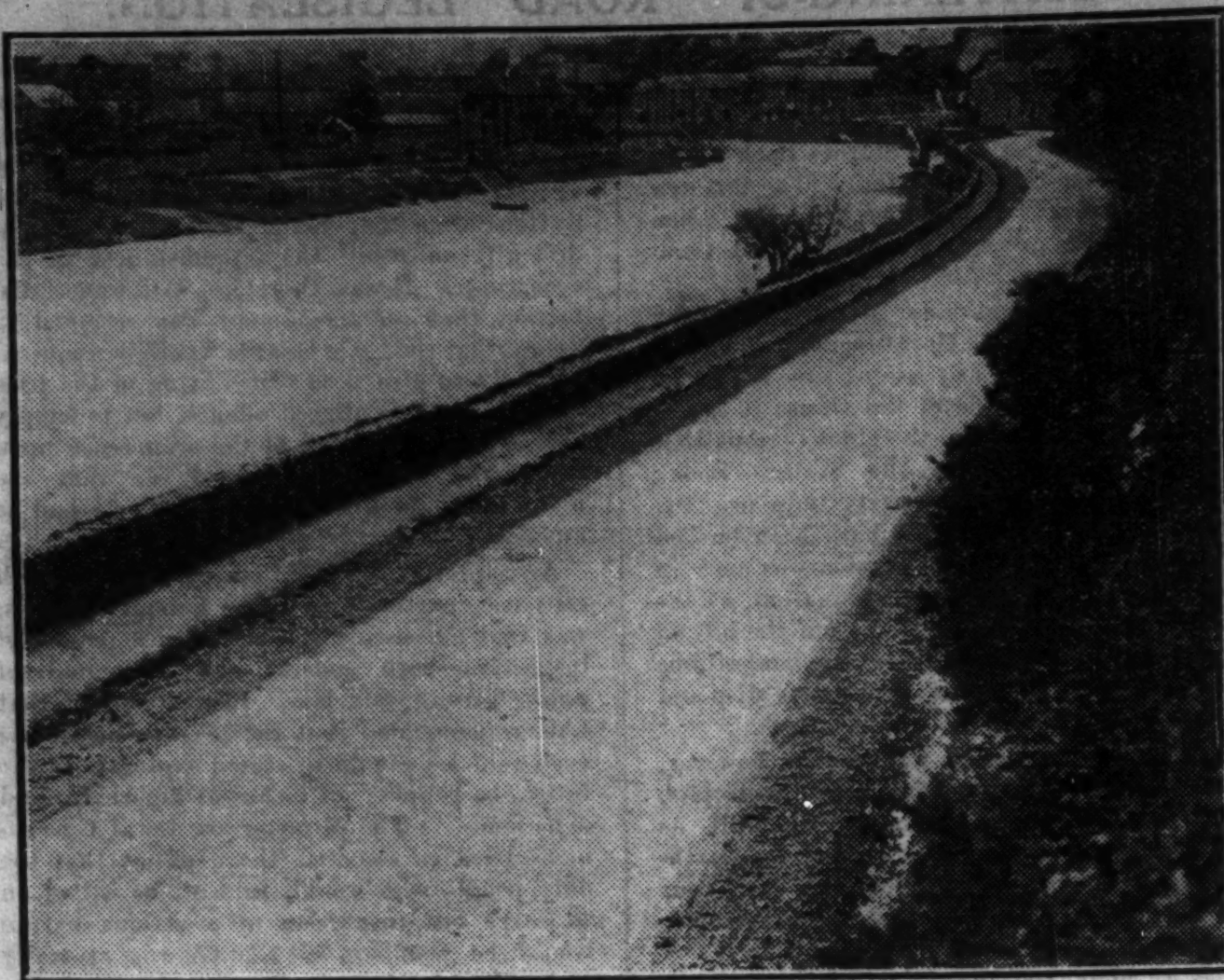
The task is not such a formidable one as might at first sight appear. As Colonel Tamplin pointed out, there are long stretches of the coast line along which excellent roads already run, and it is astonishing how much of even the more remote spots in lonely Donegal, Kerry and Connemara are traversed by routes, which, if not first-class, are, at any rate, passable for motor vehicles.

LINKING UP.

A certain amount of development and linking-up would, of course, be required and money would have to be found for the project, but with a definite plan to work upon, and the task entrusted to a competent engineer, there should be no very great or even insuperable difficulties. The benefits accruing would more than justify expenditure; for, although there has been a steady increase in recent years in the number of motorists touring the country, the volume of traffic is not at all what it might be if there were, ready made for the motorist, such a coast tour. On the other side of the Channel motor touring is extremely popular and often extends over periods of many weeks. Many English motorists, however, are somewhat tired of the well-known and familiar roads through Great Britain, and, indeed, also of the much-used Continental tours, and would eagerly jump at the chance of breaking entirely new ground which a circular tour of Ireland would present. There is, too, the growing practice amongst American tourists coming to Europe of taking their motor cars with them and making motor tours of the countries they visit. It is a common thing now to have American cars landed at Queenstown, and one can readily believe that the knowledge that Ireland provided a coastal motoring road, with a circuit of about fifteen hundred miles, would encourage still more American owners to bring their cars along and get a thorough acquaintance of the country.

CIRCLING IRELAND BY CAR.

A SUGGESTED COAST ROAD.



ENNISCORTHY TO WEXFORD.—Part of the longest concrete road in the British Isles. It is more than fifteen miles in length.

Certainly all the ingredients are there for the assembling—long stretches of magnificent coast scenery, where there are first-class motoring roads, and at almost any point en route first-class hotel accommodation. Let us take a brief glimpse of the tour that could be made by a motorist who wished to tour the coast of the country starting from Dublin. Almost at the gateway of the city he breaks along the coast line into County Wicklow, with a glorious panorama of the Wicklow Mountains, guardians of scenery which has won for the county the title of the Garden of Ireland.

Onward to the extreme south-eastern corner, through County Wexford, there is a first-class stretch of coast road always interesting, though in the later stages not so picturesque as other parts of the coast. Resting up after a run of about one hundred miles, the motorist can find an excellent hotel, with adjoining golf links and other amusements, at Rosslare. Westward from that point his route, already made, takes him westward past Carrick to Waterford, and thence by a delightful stretch of road to Youghal, and so on to Cork City. Here, as indeed is the case on almost every stretch of the road, there is the temptation in plenty to halt for a few hours to indulge in the splendid

fishing facilities of the South. From Cork away to Kerry, on the south-west corner, the road round a coast line of rugged headlands, winding bays and towering mountains is indescribably grand, and this route is becoming more and more popular with motorists.

Apart altogether from the glories of Killarney and the well-known coach road, there is wonderful scenery right along the coast of the Kingdom and on past the mouth of the lovely Shannon by courtly Foyines to Limerick. Then picture the sweep of country along the Clare side of the river to far-flung Loop Head, and thence northward along that fascinating West Clare coast, with the breezes from the broad Atlantic enlivening the way. What a treat a fine sweeping road would provide along this stretch and on by Ballyvaughan to Galway of the Tribes, to be followed by the winding bays and inlets of Connemara, where one could spend day after day of exploration without exhausting the attractions. Here and onward through Mayo much of the coast is covered by a goodly motoring road, but there is much that could be done to open up lovely districts. By contrast, a coast road skirting the Mullet Peninsula and that desolate North-West Coast of Mayo would be interesting to the traveller

who seeks knowledge of a country in all its varying grandeur and desolation. Those who have made the run along that stretch of road from Ballina to Sligo and on to Bundoran know what a dazzling variety of scenery it unfolds; and, after all that, there is the wild beauty of Donegal, to many motorists, and holiday-makers the loveliest of all-Irish counties. Possibly this area would need most development, but who will deny that expenditure on the construction of a great coast road would bring in a return thousandfold? So one can continue the journey on through Northern Ireland, across Derry to Portrush, and thence along the famous Antrim coast road to Belfast, and back through the Mountains of Mourne and the lovely sea-girt coast to Dundalk and Dublin.

The proposition for the development of such a Grand Coastal Tour deserves more consideration than has hitherto been given to it. With the different local authorities working together in pursuit of a common object success ought easily to be achieved. One great advantage lies in the fact that the most necessary of provisions is already there in the shape of first-class hotels to cater for the travellers. Indeed, looking at the map, one might almost say that towns and beauty spots, each with their complement of excellent hotels, were set up at the natural resting places at the end of what might be taken as a normal day's run. Rosslare, for instance, might see the close of the first day out from Dublin, then Cork and its hotels on the second night. Waterville, further west, has one of the finest hotels to be found anywhere, and, if development were necessary on this stretch, there is Lord Carbery's former residence at Castlefreke, which is now unoccupied, and with little cost could be converted into one of the most glorious hotels in Europe. Limerick also boasts first-class accommodation, and there are many well known hotel resorts through Clare, Galway and Mayo, and, indeed, they are straddled along that coast from Kerry to distant Donegal.

According to Colonel Tamplin, who has explored virtually every yard of the coast, a goodly portion of the route is already there—seventy per cent. he puts it—and the major portion of that is in excellent condition, containing, indeed, some famous motoring roads. Why not then complete the circle? Here is an opportunity to provide reproductive work that would bring material benefit to the countryside and add to the attraction of our island.

STATE-OWNED VEHICLES.

During the debate on the Traffic Bill in the Dail there was some criticism of Government-owned vehicles, and the idea seemed to be that the number of State-owned vehicles was increasing. As a matter of fact, there has been a steady decline in numbers during the past few years, the number on 10th August, 1931, being 419, compared with 601 in 1929 and 693 in 1928.

IRISH GOLF CLUBS: A LIST FOR MOTORISTS.

The following is an alphabetical list of Golf Clubs in Ireland:—

Abbeyleix.	Armagh.	Ardee, Louth.	Armagh, Westmeath.	Armagh, Westmeath.
Armagh, Westmeath.	Athlone, Wicklow.	Athlone, Wicklow.	Athlone, Wicklow.	Athlone, Wicklow.
Athlone, Wicklow.	Balla, Mayo.	Balla, Mayo.	Balla, Mayo.	Balla, Mayo.
Balla, Mayo.	Ballyvaughan, Galway.	Ballyvaughan, Galway.	Ballyvaughan, Galway.	Ballyvaughan, Galway.
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Golf Club, Dollymount.	Greenland, Antrim.	Kilkee, Clare.	Kinsale, Cork.	Mahee Island.	Milltown, Dublin.
Golf Club, Dollymount.	Greenland, Antrim.	Kilkee, Clare.	Kinsale, Cork.	Mahee Island.	Milltown, Dublin.
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Golf Club, Dollymount.	Greenland, Antrim.	Kilkee, Clare.	Kinsale, Cork.	Mahee Island.	Milltown, Dublin.
Golf Club, Dollymount.	Greenland, Antrim.	Kilkee, Clare.	Kinsale, Cork.	Mahee Island.	Milltown, Dublin.

PRINCIPAL EVENTS, 1932

April 17.	Summer Time begins.
" 19-20.	Punchestown Race Meeting.
" 30.	Motor Cycling—North-West Two Hundred, Londonderry.
May-Sept.	Irish Industrial and Agricultural Fair, Cork.
May 4-7.	Royal Dublin Society Spring Show.
" 7.	Motor Cycling—Leinster Two Hundred.
" 9-14.	Féis Ceoil, Dublin.
" 16.	Whit Monday.
" 25-28.	Royal Ulster Agricultural Show, Belfast.
" 30-June 2.	Railway Clerks' Association Congress, Dublin.
June 1.	The Derby.
" 6-8-10.	Tourist Trophy Race, Isle of Man.
" 22-26.	International Eucharistic Congress, Dublin.
" 29.	Irish Derby.
" 29-30.	Cork Summer Show.
" 29.	Opening Ceremony, Tailteann Games.
" 29-July 10.	The Tailteann Games, Dublin.
" 20.	Dublin Horse Show.
" 24-25.	R.A.C. International Tourist Trophy Race, Newtownards.
Sept. 3.	Limerick Agricultural and Industrial Show.
" 6-8.	Ulster Grand Prix Motor Cycle Race, Belfast.
	Motor Cycling—Manx Grand Prix, Isle of Man.

Rathdowney, Leix.	Rathdowney, Leix.	Rathdowney, Leix.	Rathdowney, Leix.	Rathdowney, Leix.	Rathdowney, Leix.
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THE MODERN COMMERCIAL CAR : THE MAGIC CARPET OF CIVILIZATION.

HOW IT HAS CHANGED THE FACE OF THE COUNTRY : WHAT IT SAVES THE STATE IN TIME AND MONEY.

THE Commercial car of to-day, so different from the heavy, clumsy vehicle of a few years ago, is such a familiar sight on our streets and highways that rarely, if ever, do we look upon it as representing one of the greatest mechanical triumphs since the advent of the steam engine. Great though was the blessing to humanity of the change from horse traction to steam, the coming of the internal combustion engine—and its subsequent successive developments, all within the comparatively short period of twenty-five years—created a revolution in transport systems that was undreamt of in the days when long-distance road travel was a tiresome and troublesome procedure. It is, perhaps, only when some of us find ourselves away on the lonely and picturesque shores of the West or South coasts, on the mountain-side, in the lonely hamlet or fishing village, that the value of these chariots of civilisation is brought forcibly home to us. In days not so very long ago transport in the country presented quite a problem. Communication between villages consisted in the main of the visits of the mail car once, or perhaps twice, in the day. Seaside resorts, places of historic interest and scenic loveliness were hidden and unknown; sleepy hollows cut off from the centres of civilisation and missed by the traveller who sought for the interesting, the restful and the picturesque.

Nowadays, thanks to the emancipating Commercial car, all that is changed. There is scarcely a hamlet in the whole of Ireland that is without a 'bus or lorry service. Travel to and from villages and hamlets heretofore hardly known by name is now the simplest matter, even to those whose pockets limit them in their expenditure.

THE LORRY PASSES.

The Commercial motor car has been revolutionised in design. In the past virtually anything seemed to be considered good enough for the design of motor coach or lorry, always provided that it was strong enough for its work; neither appearance of vehicles nor comfort either of the drivers and the passengers was considered, while goods carriers were usually far heavier than the work required. The heavy, clumsy, pounding lorry, a legacy of the Great War, discouraged the development of new design for many years; for, being available in large numbers, it flooded the market. Most of these lumbering vehicles have now passed into the yards, and the demand for new vehicles to replace them has produced the modern Commercial car that is in service to-day. Indeed, a very noticeable feature of the developments in the motor industry is that the design of Commercial cars has for some time taken the lead instead of following that of the private car.

The modern goods or passenger car is, to say the least of it, a remarkable piece of engineering. Engines, braking mechanism, build and general construction have been so improved as to ensure extreme reliability, coupled with safety and ease of manipulation in congested traffic centres. The result is that, generally speaking, 'bus traffic has reached that stage of safety comparable to any other means of transport.

At every turn and in every way the commercial car serves the ends of industry and pleasure, besides saving an immensity of money. Let us consider for a moment or two what the motor car saves the Free State annually. If the time saved by the use of cars, motor trucks, and motor cycles is translated into £ s. d. it makes very interesting reading. It is, of course, impossible to do more than make a rough and ready estimate of the value of the aggregate time saved in twelve months by the users of automobiles in this country, but, probably, the best means of arriving at a calculation is the relative speed of horse-drawn transport and compare it with that pulled by the automobile.

We may assume that the average pace of cars, motor trucks, and motor cycles is easily three times faster than that of horse-drawn vehicles. There are, roughly, 36,000 private cars in the Free State, 20,000 of which are probably engaged and used in association with business activities, and if these cars travel only 5,000 miles in the year the aggregate mileage covered in twelve months reaches 100 million miles. On the basis of an average speed of twenty-five miles an hour the



A FULL LOAD.—A 12-ton Leyland Lorry.

collective time would be four million hours or 166,666 days of twenty-four hours. Had horse transport been used the average time occupied would have been three times longer, or 500,000 days, the time saved being the difference between these figures. If we price time as being worth 1s. 6d. an hour to each car owner, leaving passengers out of the calculation, we find that the aggregate time saved would represent in £ s. d. a sum of something around £750,000.

MOTOR ECONOMY.

Now, with regard to motor trucks registered in the Free State. These number, roughly, about 8,500. A conservative annual mileage would be 7,000 miles each, and travel at an average speed of 15 miles an hour. For the

economic worth of time saved to the country in releasing more working hours for increased production is a great factor in the welfare of the country.

AN AID TO EDUCATION.

In the revolutionary change that the omnibus and the motor lorry have made over the whole face of the rural and sparsely populated parts of Ireland, there is hardly a more valuable feature than that of the part played in our national education system. It is now rightly considered that higher education is an absolute necessity in the school of life, for never was mental competition as keen as it is to-day. Indeed, the chances of outstanding success for the man or woman who has not had their mental faculties trained to the highest pitch

MOTORISTS AND BUSINESS MEN, WHO ARE INTERESTED IN THE LATEST DEVELOPMENT OF PRIVATE AND COMMERCIAL VEHICLES, SHOULD TURN TO PAGES 20, 21 AND 22, WHERE SOME OF THE 1932 MODELS, AS WELL AS VANS, TRUCKS AND LORRIES, ARE DESCRIBED.

sake of a simpler calculation we will place the number of trucks operating on the roads at the round figure of 8,000 and we find that these commercial vehicles travel in a year 56 million miles in 3,733,333 hours, or 155,555 days. Horse lorries, drays and wagons would take 311,111 days more, or 466,666 days in all. At 1s. 6d. an hour the time saved amounts to £560,000.

As to motor cycles, we have almost 8,000 of these registered in the Free State, and allowing for 6,000 of these travelling 3,000 miles annually, at an average speed of 25 miles an hour, the figures are 18,000,000 miles covered in 32,222 days, a saving of 62,500 days, equal to a value of £112,500. The total time saved by the speedier and more efficient transport of these three types of automotive conveyances amounts to 1,270,832 days of twenty-four hours, valued at £2,287,500. Thus it can be seen that

grow fewer each year. Irish parents domiciled outside cities and large towns have in the past suffered no little heart-burning due to the fact that the pettiness and the backwardness of the districts in which they lived often debarred their children from educational facilities enjoyed by children of the bigger centres. In the small town or village, with a meagre population, instruction often must be given to all grades of pupils by the same teacher, who, no matter how capable, finds it impossible to instil little more than the bare rudiments of learning to his or her charges. The higher and technical schools, too, were out of the question because of distance.

This drawback now is fast disappearing. Thanks mainly to the State and to the example of other countries which are fully alive to the value of providing the best possible for their



SOME PULL.—A Morris Commercial Six-Wheeler hauling timber up a gradient of 1 in 1½.

young people, transport is now provided to take the children of the hamlet and the small village to efficient and up-to-date schools of the large centres. America, the first to realise the important part that the motor car could play in the education of children, has the credit of providing such transport for the children of sparsely populated districts, and to-day in that country there are no less than 50,000 'buses devoted solely to transporting school children to higher educational centres. We have little more than started out on such a development but already several small village schools have already been closed down and the pupils transferred to the schools of larger centres. There is no doubt but that this scheme will continue to develop until every child in the State will be able to obtain the education that is its right.

INFLUENCE ON INDUSTRY.

Little more than passing reference is required to recall the notable developments that the motor has made possible in every type and character of industry. It is customary, of course, to regard every new development in industry as being beneficial to the commercial motor by virtue of the fact that it provides additional scope for its use. While that is perfectly true and is a legitimate way of looking at the matter, it is even more correct to say that it is the commercial motor, in the service that it offers, which has made many developments and much progress possible. Without its aid and the mobility which it affords many great industrial undertakings would be impossible. This is seen in the now general tendency to transfer factories and manufacturing plants from congested city areas to rural surroundings, where the motor not only transports goods to and from the works, but conveys employees there and back to their homes. As time goes on this mechanical aid to industry is augmented and increased; for, in addition to being the means of setting up manufacturing plant in the midst of healthy surroundings, it has also been responsible for the creation of townships in many new centres of sunshine and health to which it carries the food, the clothing, the necessities, and the conveniences and luxuries of modern life.

AGRICULTURAL USES.

There is little doubt but that for the commercial car the agricultural industry of the State would to-day be in a far more depressed condition than it is. In the lorry the farmer has found a cheap and rapid means of transport for his produce to market centres. Frequent handling from the time commodities leave the producer until it reaches the wholesaler is now cut out, and loading and discharging is reduced to a minimum. This, of course, is of the utmost importance in the transport of perishable goods and live-stock which now arrive in the market in prime condition, and the same as sent from the farm. The lorry, too, plays a most important part in the milk supplies of cities and towns.

The tractor, too, has become a very important adjunct to the agriculturalists of the country, particularly on the larger sized farms. Ploughing and haulage, two big items on any farm, have been reduced to a minimum, while the uses of the tractor as a power medium are numerous. Corn grinding, oat crushing, food chopping, timber-sawing, and supplying the power for lighting plants are but a few of the purposes to which these handy and sturdy machines are applied.

THE ENDS OF PLEASURE.

Commercial cars also serve the ends of pleasure as well as industry. During summer hundreds of private 'buses transport holiday-makers, take school children on their annual outings, and convey parties to race meetings, and, in fact, to every kind of outdoor sport. In winter their use for theatre parties, dances, and other functions is no less popular, while throughout the year travelling libraries, veritable pleasure-houses on wheels, bring joy to towns and cities throughout Ireland.

Thus at every turn and in every way the commercial motor car serves the ends of industry, commerce and pleasure. As such it is one of the greatest benefactors to civilisation that the world has experienced.

BARRETT—In ever-loving memory of John Barrett, who passed away on April 10th, 1929.
GOFF—In loving memory of my dear mother, Julia Goff, who died at her residence, "Sans Souci," Rathgar road, on April 10th, 1917.

BEST ORRILL COAL 44/-
BEST WIGAN COAL 41/-
BEST HOUSE KITCHEN 38/-
BEST JEWEL KITCHEN 35/-

LESS SPECIAL DISCOUNT 2/- PER TON CASH WITH ORDER.

STATION IS ONLY FIVE MINUTES FROM THE Central Heating and Sanitation, with all modern improvements. Electric Lighting throughout the premises. Highly qualified staff. Boys are prepared for University, Army, Navy, Public Schools, etc. Specially qualified Matron. Special Commercial, Model Engineering and

SCHOOLS. Examination for above will be held (D.V.) on the 7th and 8th JUNE NEXT. Entrance Forms must be lodged with the Registrar on or before the 20th May next. Entrance Forms and full particulars may be had on application to

A COSY CORNER FOR LIGHT REFRESHMENT

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MODERN MOTOR CYCLING.

USES AND ABUSES.

MOTOR cyclists, as a class, are accustomed to receive the wholesale condemnation of other road users. Such condemnation, however, is because of the bad manners and desire to "show off" of a few young and inexperienced drivers. The motor cycle is not the most dangerous vehicle of the road, as has been suggested many times, and the accidents which do occur are usually the result of carelessness or reckless driving, and these happen with any class of vehicle. It must be admitted, however, that if a motor cyclist does crash he is unprotected from the impact, and generally comes off worst.

Acceleration, steering and clutch operation all play their parts in making a journey safe; but by far the most important components are the brakes—both front and rear—on which, perhaps a dozen times an hour, the life of the driver and his passenger depend. Opinion is divided as to the use of the brakes on a motor cycle, but leading riders have declared that if one of their brakes failed during a race they would prefer it to be on the rear wheel.

The modern motor cycle is a sturdy and reliable vehicle, and there is now little call for the tool kit when on the road, apart from the ever-essential tyre levers and puncture-repair outfit. Overhead valves have become popular during the past few years, especially for sports models, and their efficiency has frequently been proved in such events as the Isle of Man Tourist Trophy races and the Leinster "200." The extensive use of nickel steels in construction is another feature of the majority of machines of the present day, and there are very few manufacturers who do not include this metal, or its alloys, in the construction of their motor cycles. The capabilities of nickel to withstand the severe stresses imposed by high speeds are well known, and its adoption for use in modern motor cycles has added considerably to their reliability. Mechanical oiling has also received attention, and the constant watchfulness demanded by the old-fashioned oiling systems has, for the most part, disappeared.

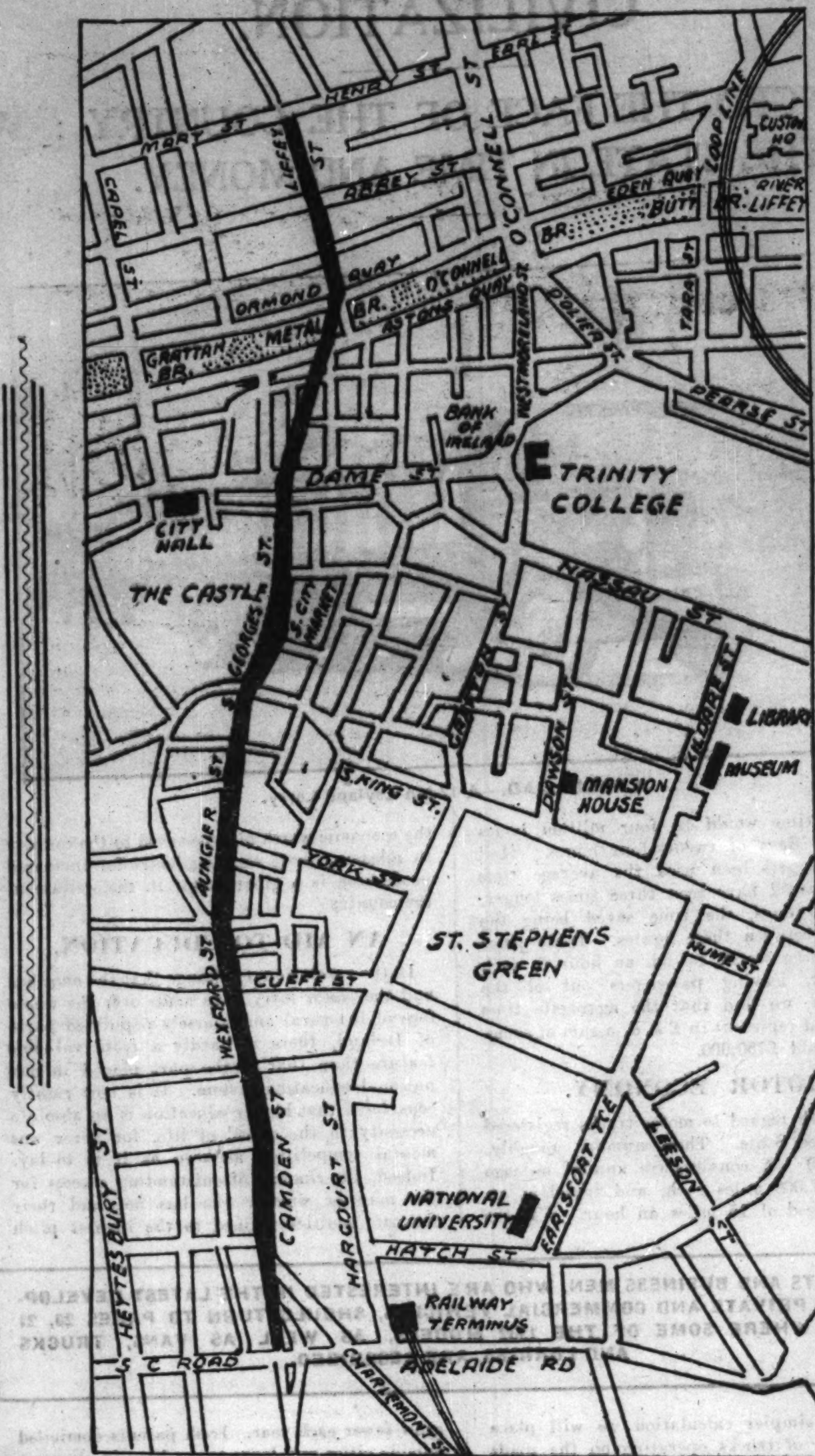
The popularity of motor cycling in Ireland can be judged from the fact that in 1931-32 approximately 6,000 motor cycles were registered in the Free State; last year the number was over 7,000, and of this figure 2,800 were registered in Dublin city and county.

SEEING IRELAND.

For the motor cyclist who wishes to enter speed and reliability trials there are a large number of competitions held by the Irish clubs every year, and these always attract very good entries. During the summer months Portlarnock Strand is often used for competitions, and some of the foremost racing riders of to-day obtained their early experience riding in small events at these meetings. Stanley Woods is undoubtedly one of the best-known figures in motor cycle racing, either in Ireland or abroad; he is twenty-eight years of age, and has set up some remarkable performances in Irish events, and in the Isle of Man Tourist Trophy races; last year, when taking part in the Ulster Grand Prix Motor Cycle Races, he set up a lap "record" of 89.67 miles per hour, with a "record" speed of 86.43 miles per hour over the whole course. In this particular event the Irish riders led in the proportion of finishers to starters when 66.66 per cent. of the Free State starters finished the course; of the cross-Channel riders, 44.44 per cent. finished, and 10 per cent. of the Ulster competitors.

For the man who does not feel disposed to spend the money on buying a car, the motor cycle has the great advantage of requiring only a very moderate initial outlay, and low costs for running and maintenance. The claims of the "push" bicycle have been very frequently advanced, but very few people have the energy to ride a machine very far in the course of a day, and here the motor cycle comes into its own by allowing its owner to tour around the countryside with the same facility as the ordinary motorist. There are many beautiful drives within easy reach of the big towns of Ireland, and all these can be reached by motor cycle at the cost of a very few shillings. For the real enthusiast, who decides to take a long summer tour, a small trailer caravan can be purchased, or a light tent, which is far more convenient, can be carried on the luggage grid, and set up in the field of a friendly farmer each night, the motor cycle requiring little more attention than the covering of it with a tarpaulin as protection from possible rains.

A NEW MAIN THOROUGHFARE?



Sketch Plan of the proposed new Dublin Traffic Artery, which is designed to relieve congestion in the College Green area.

AN ARTERIAL ROAD.

THE TRAFFIC PROBLEM IN DUBLIN.

PLANS for a main traffic artery through Dublin have been receiving considerable attention lately from members of the Dublin Corporation and ratepayers. At present O'Connell Bridge bears most of the city's traffic bound from South to North, and the Civic Guards have reported that it is now loaded to its fullest extent and another bridge should be erected on the west side. On the east side Butt Bridge has been completed and will be opened in the near future, but this will be called upon to bear the heavy port traffic, and will only just counter-balance the ever-increasing volume of vehicular traffic during the year.

The new arterial road would utilise Wexford street, Redmond's Hill and South Great George's street, which would be widened where required, and would bring the traffic flow to Dame street, where it would cross to a widened Temple lane. About half-way down this thoroughfare a new road would be cut bearing to the right, through some of the houses in the lane and Temple Bar, breaking out on to Wellington quay, where a new bridge, continuing in a straight line with the roadway, would be constructed across the Liffey, the Metal Bridge being demolished. After crossing the new bridge the traffic would continue up Lower Liffey street, and so to the North side of the city. It has been pointed out that most of the property which it is proposed to demolish under the widening scheme is of a very low value, mainly because it is off the main traffic routes. The promoters of the scheme contend that, if the roadway was constructed, together with the

bridge, the value of the property would rise considerably, and shops and business houses would be built along it, with a subsequent improvement in trade.

There is little doubt that such a plan would greatly relieve the congestion at College Green and in Grafton street, and would result in a very considerable saving of time in crossing the city. Schemes which have been put up in the past for the removal of Trinity College railings and minor improvements throughout the Metropolis would only have the effect of removing local sources of irritation, and in the case of Trinity College railings the traffic would be brought up to the junction of Nassau street and Grafton street faster, with a resultant "jamming" unless the whole of Grafton street, with its high-valued property, were widened at a cost far beyond that of the contemplated arterial road scheme.

One of the greatest difficulties in seeking a solution for Dublin's traffic problem is that the promoters of any scheme that is submitted in the future must do their utmost to avoid bringing their routes in contact with the tramways—that is, if we are to have a speedier and more easily-handled traffic system in the city. It must be admitted that the South Great George's street scheme has not taken the tramways into consideration, but the sponsors have certainly put forward a plan which has offered the best possible solution of the problem by the utilisation of such thoroughfares as might have been part of the scheme had town-planning been considered when Dublin was first built.

IN DEFENCE OF EVE.

WOMAN'S PART IN MOTORING.

AS we turned out of Grafton street into College Green there was a grinding of brakes, a sudden skid, and a smothered curse from my friend at the wheel.

"Another of those woman drivers," he snarled, although it must have been quite impossible for him to have seen who was the driver of the offending car. Such is the force of custom, which makes nine out of ten of our male drivers attribute every infraction of the rules of the road to the other sex.

Are women drivers a menace on the roads? Of course they are. But, on the other hand, so are men; and apportionment of the blame for the dangers that lurk on our highways would not be so easy a matter as the average man is inclined to think.

The number of woman drivers in recent years has grown enormously. It is no uncommon sight in a two-seater to see the woman at the wheel and her masculine companion sitting beside her, leaving himself to her control. This is in itself a vindication of the woman motorist. It is true that the woman chauffeur is now a rare phenomenon, but as far back as fifteen years ago, during the War, there were many of them, as well as drivers of public service vehicles and lorries, and in both of those exacting capacities they acquitted themselves well.

The fact is that, in our masculine superiority, we are rather too readily disposed to feel contemptuous of woman's capacity when she invades any of our own domains, and it may be that a certain subconscious resentment has something to do with this feeling. That has, doubtless, something to do with the fact that of the three bugbears of the male motorist (the first is the cyclist and the third the pedestrian) the woman driver makes a very strong second.

That, however, as it must be admitted, is not the whole explanation. Let it be confessed here and now that there are faults attaching to the average woman driver which are only too painfully apparent. What are the facts?

In the first place, women (and one speaks here of the vast majority of women, though, of course, not every woman) are poor drivers in traffic. One needs no training in psychology to be able to discern that they are far too casual in situations where extreme precaution is necessary, and that then when the inevitable crisis arises they lose their nerve.

Woman's casualness leads her to ignore the signals of other motorists and of the police, to neglect to give warning of her own intentions, and occasionally to ignore the ordinary rules and courtesies of the road. So much for the debit side of the woman driver's balance sheet. What is there to be put against this?

SPEEDING.

On the open road the car which is driven by a woman does not usually dash along at break-neck speed. While a large percentage of the male motoring population—one hesitates to say most of it—drives with one eye on the speedometer, the average woman at the wheel is content with a steady thirty miles an hour or so; and this is probably due less to nervousness than to lack of any ambition for speed. A woman driver may be too careless to sound her horn at the cross-roads, but, on the other hand, she will probably be travelling sufficiently slow for both you and her to be able to do something to avert the collision.

We have statistics for nearly everything these days, but so far road accident statistics compiled according to sex seem to be lacking. They would make extremely interesting reading, and it is just possible that we should discover from them that, bearing in mind the great and growing number of women who have taken up motoring—and in many cases taken it up with the utmost seriousness, as a glance over the entries for most of the big racing events will show—the part which the fair sex plays in making our roads unsafe for humanity is not inordinate, after all. And that, of course, is the acid test.

One circumstance for which we have to thank the woman motorist is the improvement that has taken place in the appearance and comfort of our cars. It is extremely doubtful if anything like these improvements would have come about if the manufacturers had not realised that there was a great feminine field for them to capture, and that the victory would go to the makers who first broke away from the ugly outline, hard upholstery, and cramped seating of the primitive style of vehicle, and who, having done so, continued to introduce fresh novelty into design and more and more new "gadgets" to add to the comfort of travel.

And by doing this one thing to add to our comfort and aesthetic enjoyment, the woman driver has atoned for a multitude of sins.

14 WILKIN Waynesville at Light Spaxer Chicks, with Member, 21; carriage paid—Mrs. Strong, Meats, Kells, Meath.

500 LIGHT Spaxer Pallets, 3 months old, Red-chick's blood-tested stock, strong and healthy, 4/6 each—P. Kingston, Enniskillen, Co. Cork.

A DELAIDE road—Substantial Family Residence, containing 3 reception, 6 bedrooms, maid's room; splendid order throughout; garden and garage; price £1,400. Apply Garry and Good, Lincoln place.

A T. JAMES & McMAHON AND CO'S OFFICES

TERENCE next tram and bus—Charming Non-basement Residence, 8 spacious apartments, central, off diningroom, electric light and heating throughout, bath, two lavatories, toolhouse; space for garage; rent £5 5s.; lease 800 years; price £1,285; owner being transferred. Appointment: Corrigan and Co., 4 Grafton street.

A DRAWINGROOM Flat, Herbert street, three rooms, separate hall door, two and four bedrooms, 12 Lower Fitzwilliam street; phone, 62023.

A T. 15 Herbert place, Unfurnished Flat, 2 1/2

A T. 15 Herbert place, Unfurnished Flat, 2 1/2

A T. 15 Herbert place, Unfurnished Flat, 2 1/2

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A T. 15 Herbert place, Unfurnished Flat, 2 1/2

THE development of aviation in the past thirty years has been even more rapid than that of motoring. Flying, however, owes its initial impetus to motoring; for it was a motor-cycle engine which made possible the flight of the first aeroplane—that of the Wright brothers. Ireland has been somewhat backward in this form of transport, and until a year or so ago little civil aviation of any importance was carried out, with the exception of the flying meeting at Leopardstown in 1911, when many of the English pioneers visited Ireland with their weird and frail machines. Thirteen years ago a Vickers Vimy biplane, piloted by the late Sir John Alcock and Sir Arthur Whitten Brown, landed at Clifden, Galway, after flying the Atlantic from St. John's, Newfoundland, in the remarkable time of 14½ hours, and revealed to the world the possibilities of air routes from Europe to America. It must be a source of pride to all Irishmen that the first British subject who ever flew an aeroplane was Lieutenant-Colonel J. T. C. Moore-Brabazon, who also holds the first aviator's certificate issued by the Royal Aero Club.

In the Free State aviation is governed, as in many other countries, by the international legislation of the International Convention on Aerial Navigation adapted to suit special requirements. In 1928 Statutory rules and orders were made relating to the investigation of air accidents, registration of aircraft (Free State aircraft have the letters EI as a prefix, followed by three letters allotted by the Minister for Industry and Commerce), and kindred matters. Two years later complete regulations, under the title, "Air Navigation (General) Regulations, 1930," were issued. These were followed shortly afterwards by directions as to the issue of pilots' licences and the validation of licences



Left: Colonel C. F. Russell, original instructor of the Irish Aero Club, who made the first Galway-London-Galway air mail flight in a single day two years ago. Right: Mr. Andrew Woods, the youngest Irish pilot and one of the most prominent Irish fliers.



Left: Dr. G. E. Pepper and (Right): Mr. W. R. Elliott, Chief Instructor to the Irish Aero Club.

issued by the competent authorities of other countries.

The flight of the Junkers monoplane, Bremen, from Baldonnel to Greenly Island, Belle Isle Straits, with Colonel J. C. Fitzmaurice as a relief pilot, in April, 1928, aroused public enthusiasm, and in August of that year the Irish Aero Club was launched at Baldonnel Aerodrome. Lack of finances added to the difficulties of the young club, which was then equipped with one Avro Avian aeroplane, Colonel C. F. Russell acting as honorary instructor. By 1930 enthusiasm was waning, but revived when Captain J. P. Saul flew the Atlantic in the monoplane, Southern Cross, as navigator to Air-Commodore Kingsford Smith. Representations were made to the Government for a subsidy, but this was declined until last year, when the Dail voted £1,000 as a grant-in-aid. By this time the Club had engaged an instructor, Mr. W. R. Elliott, an ex-Royal Air Force pilot, who has proved an excellent tutor to the many pupils who have passed through his hands. With the subsidy three D. H. Moth aeroplanes were purchased, and an air pageant was held at Baldonnel in August last, which proved very successful in furthering public interest in flying. Later in the year a second instructor, Mr. C. F. French, also from the R.A.F., and a qualified ground engineer, Mr. L. J. Stanton, were engaged. During the past winter interest has been well maintained by a series of lectures on subjects of interest to airmen. In the twelve months ended 31st March last, the total number of hours flown by the three

AVIATION IN IRELAND. HISTORY AND PROGRESS.



Two machines of the Irish Aero Club flying over the Wicklow Hills.

machines of the Club was 941, representing a distance of some 45,000 miles. Amongst the pilots trained at Baldonnel are Captain J. P. Saul, Miss Shamrock Trench, the first lady to learn flying in the Free State, and Mr. A. C. Woods, a young Dublin man who has nearly 300 hours' flying to his credit, and has flown across the Irish Sea nine times. At the present time the Club has about fifty members who have joined with the intention of becoming qualified pilots, and about twice this number are "ground members."

In the Six Counties the Ulster Gliding and Aviation Club, under the presidency of Captain R. L. Henderson, is initiating many people into the joys of gliding or motorless flight at Doagh, County Antrim, where five members, including one lady, have already qualified for their "A" certificates.

PRIVATE OWNERS.

There are several private owners of aeroplanes in the Free State, and one of the best known is the Hon. A. E. Guinness, who has a private aerodrome at Castleknock, with a hangar for housing several aircraft; he is the owner of a number of aeroplanes, including a Supermarine "Air Yacht" and a Saro "Cloud" Amphibian. Provision for the housing of these machines is also made at Mr. Guinness's home at Cong, County Galway. Mr. O. Grattan Esmonde, T.D., chairman of the Irish Aero Club, is not a certificated pilot, but has flown many miles in his D.H. Moth, piloted by Mr. A. C. Woods. Captain Robin Cazalet, of Wexford, owns a Puss Moth cabin monoplane, and during 1931 put in 166 hours' flying and made an aerial tour of Europe. Mr. G. C. Bateman, a Bandon garage proprietor, is also the owner of a Moth aeroplane, and expects to undergo tests for a "B" or commercial pilot's licence in the near future.

Commercial aviation is represented at the present time by two active companies, although in 1928 an attempt to start a Dublin-London air service was made by Irish Airways, Ltd., who submitted a scheme to the Minister for Industry and Commerce; this was not proceeded with, however, as the Minister did not consider the project one which he could ask the Dail to subsidise. There is, however, every indication that the coming summer will mark a considerable step forward in the popularising of aviation, both for business and pleasure, and that Iona National Airways, Ltd., will reap a reward for the initiative of its founder, Mr. Hugh Cahill, who established the venture two years ago. During the late summer of 1930 the company was handicapped by the fact that they had to use Baldonnel Aerodrome, but in April of last year an aerodrome was established at

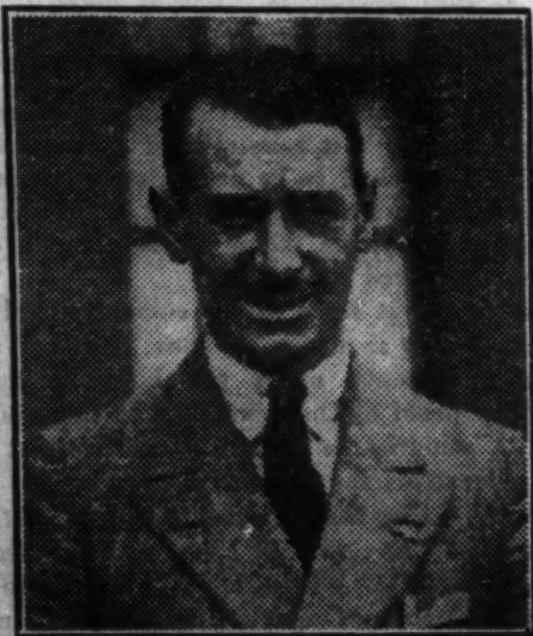
Kildonan, near Finglas, four miles from the centre of Dublin, and situated on the Dublin to Ashbourne road.

At present two D.H. Moth aeroplanes are in use, and a third machine of the same type will be added to the fleet in the near future; a hangar has been provided, which is capable of housing eight machines of this class. Captain Young, the ground organiser, stated recently that since August last over four thousand people have made "joy flights" in the aircraft of the company, many having taken advantage of the flights arranged at Skerries, Athy and the Curragh.

SERVICE.

Apart from "joy rides," a school of aviation is operating, and it is interesting to note that Mr. J. M. St. John Kearney, the young Dublin pilot, who was the first civilian in the Irish Free State to take out a commercial pilot's licence, chartered one of Iona Airways machines for a month to complete his preparations for the licence. The company frequently make "taxi" flights to Northern Ireland and England, especially in connection with newspaper work. Recently one of their machines was flown to England with photographs of the Sweep Draw on the Grand National, and on Easter Sunday the pilot, Mr. O. E. Armstrong, flew from Kildonan to Manchester in one hour and forty minutes, with photographs of the Republican parade and demonstration at Glasnevin. On the eve of the Grand National an aeroplane was chartered to fly Sir Ernest Gough from Limerick to Dublin to catch the boat, in order that he might attend the race at Aintree. The flight from Limerick was made in sixty-five minutes. When Irish business men appreciate how much time can be saved by air travel there is no doubt that it will increase in popularity. The chief pilot of the company, Mr. O. E. Armstrong, is a Dublin man, who served in the Royal Air Force, and has a splendid record of service; probably the best tribute to his ability is that he is one of the few pilots who is permitted by the insurance companies to fly single-engined aeroplanes on the direct route from Dublin to Holyhead. Normally the flight across the Irish Sea must be made over the shorter sea route from Larne to Stranraer. Improvements to be made at Kildonan in the near future include the converting of a country house on the borders of the aerodrome into a club house, with tea rooms and gardens.

The second company, Irish Air Lines, of Waterford, has planned an aerial "barnstorming" tour of the Free State, and two Avro 504K aircraft (carrying a pilot and two passengers) have been purchased for this purpose. These machines will visit a number



Colonel J. Fitzmaurice, the Irish pilot, who was one of the crew of the Bremen, the Junkers machine that made the first East to West Atlantic crossing in 1928.



Captain J. P. Saul, Irish navigator, with Captain Kingsford Smith, in the second East to West Atlantic flight made by the monoplane, Southern Cross.

of towns to carry out exhibitions of trick flying and wing-walking and giving "joy flights." Four or five towns have already been visited, and the flying "circus" has proved a popular attraction. The plans of this organisation include the purchase of a D.H. Moth aeroplane in the near future for the carrying out of aerial taxi flights. Captain E. G. Stewart, M.C., R.A.F.O., and Mr. St. John Kearney are the pilots on tour, and a third will join them in the course of a few weeks. Mr. Arthur Pitt, the managing director of the company, also holds a private pilot's licence.

The Galway Trans-Atlantic Company, which opened discussions last year on a scheme for speeding up traffic from America to Europe, was planning the establishment of an air port near Galway for a Galway-London air service as an initial stage to establishing a trans-Atlantic air line. At the present time negotiations have been held up, but it is understood that Sir Alan Cobham is to be invited to inspect the site and report to the company on the possibilities of the scheme. The geographical situation of Ireland gives it a natural precedence as the air port of Europe for trans-Atlantic flights, and the seadrome route across the Atlantic, which Mr. E. R. Armstrong, of Delaware, has proposed, will include Ireland as one of the Eastern bases. Mr. Armstrong's scheme will entail the construction of floating aerodromes, known as seadromes, every 500 miles across the Atlantic, and this will enable aeroplanes to alight and refuel, and by this means it is hoped to bring New York within thirty hours' journey of Dublin.

The Free State Army Air Corps was established in 1922, and took over the aerodromes previously operated by the Royal Air Force. In the following year four of the five aerodromes in Ireland were evacuated, and headquarters was established at Baldonnel, County



Left: Mr. O. Grattan Esmonde, President of the Irish Aero Club. Right: Mr. O. E. Armstrong, chief pilot of Iona Airways, Dublin.



Left: Lady Heath, Irish woman pilot. Right: Miss Shamrock Trench, the first woman member of the Irish Aero Club to qualify for a pilot's licence.

Dublin. Army co-operation has been the principal work of the Corps, and much valuable training work has been carried out during the past ten years, together with a considerable amount of aerial surveying. The full personnel provides for twenty-four officers and two hundred men, pilot duties being reserved for commissioned ranks only. Under a recent scheme for the building up of a reserve of pilots, however, selected members of the Officers' Training Corps will be drafted to Baldonnel for instruction as air pilots, and for this purpose six Avro training aircraft of the latest type have recently been acquired. Other equipment of the Corps includes Vickers "Vespas," D.H. Moths, Bristol Fighters, Avro 621 trainers, and a Fairey IIIIF general purpose machine. The record of the Corps is excellent, and its history is remarkably free from serious crashes.

In Northern Ireland there is one Royal Air Force establishment—at Aldergrove, County Antrim, where No. 502 (Ulster) Bomber Squadron is stationed. This is a cadre squadron, composed partly of regular officers and partly of reservists. It is equipped with twin-engined night-bomber aircraft of the Handley-Page "Hyderabad" type.

For the further development of aviation in Ireland we must undoubtedly look to the younger generation, who will become the pilots of to-morrow; and to the early opening of a regular air service between Dublin and London which will connect with the thousands of miles of airways opening up the whole of the Eastern Hemisphere, and bringing South Africa within a fortnight's journey of Dublin and India but a week away.

CARBONISATION.

THE deposit of carbon in the cylinders of a motor car engine is a fruitful source of trouble, but its prevention can be accomplished to a large degree by the adoption of a few simple precautions.

Excessive use of the air strangler permits a great deal of over-rich mixture to enter the cylinders, and this will rapidly cause carbonisation, besides removing the lubricant from the cylinder walls. For ordinary running, let the carburettor have as much air as possible, and you will have little trouble with excessive carbon. Over-lubrication is another source of carbonisation, and this can be detected by blue smoke from the exhaust pipe. Always use a good oil, recommended by the makers of the engine, and keep it within the levels advised. Very cheap oils get thin, and enter the combustion chamber, and rapidly form a carbon deposit.

A TRAFFIC CENTRE.

A recent traffic census, taken in some of the principal thoroughfares of London, reveals that approximately 70,000 vehicles pass through Piccadilly Circus in every twenty-four hours. It is, of course, impossible to compute the number of passengers carried in these vehicles, but it would certainly be over three-quarters of a million; while, as far as pedestrians are concerned, the number must run well into seven figures. Indeed, there is a legend that if a stranger to London stands on the "island" beneath the statue of Eros he will be accosted by a friend within ten minutes.

SUPERCHARGERS.

Frequent reference has been made to the use of superchargers in racing motor cars, but most explanations of these devices are deeply involved in technicalities. The supercharger consists of a small fan rotating at a very high speed, and sucks in air, giving it a density which enables it to feed the carburettor efficiently. This is necessary with cars moving at high speed, as air, which would be sucked in without the supercharger, would be too thin for the most effectual operation.

THE NEW AIRWHEEL.

A good deal of interest has been created by the announcement that the Goodyear Tyre Company is experimenting with a radically new type of motor car wheel. It is named the "air-wheel," and is a huge doughnut-like tyre mounted directly on the hub, requiring only eight to fifteen pounds of air pressure. Built on similar lines to the now familiar wheels of aircraft, it is claimed for it that it gives a degree of comfort in motoring which has never before been experienced.

A PRIVATE GARAGE.

Although Sir Malcolm Campbell severed his connection with the commercial side of motoring some years ago, he still maintains, at his home, what must be the best equipped private garage in the world. In addition to providing accommodation for his five cars, ranging from a high-powered six-seater to a little runabout, it is equipped with a complete vulcanising plant, battery charging panels, and a range of spare parts that would put many commercial garages to shame.

AVIATION DAYS.

Sir Alan Cobham, K.B.E., is planning to give 175 towns throughout England, and possibly Ireland, a National Aviation Day, when he visits them in turn with a fleet of twelve aircraft of different types. His tour will start on April 13th at Luton, Bedfordshire, and will continue until late in October.

FATTER TYRES.

A new car tyre, containing three times as much air as the ordinary tyre, with a road contact increased in almost the same proportion, is being tried out at Fort Dunlop.

For this tyre it is claimed that it has an outstanding advantage by reason of improved comfort and freedom from shock to the car or passengers when travelling over rough ground, as, on account of their softness, the tyres are able to absorb very large obstacles. Corrugated roads, it is pointed out, can be taken at speeds which are out of the question with ordinary tyres.

The new type of tyre, however, would seem to prove more expensive in several directions, as increased power consumption and the greater bulk of material used suggest that the tyre itself must be more costly.

SPARKS FROM THE ENGINE:

NOTES AND NEWS OF HAPPENINGS IN THE PETROL WORLD.

ULSTER MOTOR CYCLING.

During the last year six open competitions for motor-cyclists were organised by the North of Ireland Motor Cycle Club, which is the only organisation in Ulster holding championship events. The North-West "Two Hundred," a race organised by this club, has recently been placed on the calendar of international events by the F.I.C.M., the governing body of motor-cycling sport.

PETROL PRICES.

The price maintenance agreement between the leading British petrol companies expired within the last few days, and negotiations are now in progress between the independent companies and the combine with a view to reaching a new agreement, the object of which, in view of the recent taxation of petrol, is to increase the price all round.

Motoring may, therefore, become more costly in the near future. An increase of 4d. per gallon has been mentioned as being favoured by some of the companies, whilst others have not yet made a decision. If an increase is decided on by the British companies it will be automatically put into operation by the allied firms in this country.

A DIESEL "RECORD."

Driving a Diesel-engined car at Daytona Beach, Florida, in February, 1931, Mr. L. Cummins reached the speed of 100.75 miles per hour over the measured mile; this is the highest speed ever attained by a car using heavy oil as a fuel.

MR. J. A. MOLLISON.

In August of last year Mr. J. A. Mollison landed at Croydon, after flying from Australia in the remarkable time of 8 days 21 hours, beating the previous "record" of 10 days 23 hours, set up by Mr. C. W. A. Scott earlier in the year. Last month Mr. Mollison broke the "record" for a flight from London to Cape Town in a "Puss" Moth aeroplane, and covered the distance in 17½ hours less than the 5 days' 6½ hours' "record" flight of Mr. Gordon Store and Miss Peggy Salaman in November last. Mr. Mollison is to attempt a New York and back flight with Captain J. P. Saul in May or June this year.

FIRST AID.

No careful motorist should be without his first-aid outfit. A compact outfit is cheap, takes up very little space, and always comes in handy at some time or another. Cuts and scratches, for the most part, are insignificant things, but when in contact with dirty and greasy parts of cars anything is likely to develop. The application of iodine, ointment, bandage or sticking plaster might save a lot of inconvenience. One can never tell when one is going to meet with an accident, or happen upon people who have been involved in an accident, when such an outfit and the elementary knowledge of the treatment of cuts and wounds might mean the saving of a life or limb.

MR. STANLEY WOODS.

At the recent annual general meeting of the Dublin and District Motor Cycling Club Mr. Stanley Woods, the well-known international rider, was appointed captain for the year. Mr. Woods is one of the oldest members of this club, and it was under their colours that he first competed in motor cycle speed events. The membership of the "Dublin and District" is eighty-five, and its work includes the organisation of a number of reliability trials and "sprint" events for motor cyclists.

SPEED "RECORDS."

	Speed.	Record	Holder	Record
				Made.
Aviation	408.8	Ft.-Lieut. G. L. Stainforth (Gt. Britain)		1931
Motoring	253.9	Sir Malcolm Campbell (Gt. Britain)		1932
Motor-Boating	110	Kaye Don (Gt. Britain)		1931
Motor-Cycling	150.7	J. S. Wright (Gt. Britain)		1931

GOLF CLUBS.

Over two hundred golf clubs exist in Ireland, many of them in charming settings within a few minutes' drive of the centres of our cities. The majority are open to visitors on payment of a small green fee, or on introduction by a member. A complete list of clubs will be found on Page 8.

A TRIBUTE.

"The roads are smooth and well-surfaced, and the stretches of straight with inclines and sudden bends at the end of them make them ideal for the testing of racing cars." This was the tribute to our Irish roads paid by Captain A. G. Miller, the racing motorist, after trying out a special Delage car on some of the roads in the Southern counties.

"By contrast," he said, "the roads in France are much too straight, and driving a car on them is very similar to driving on a racing track, whereas in Ireland one meets the sudden bends, probably with a herd of cattle or a donkey cart on the wrong side, that tend to produce a really alert and clever driver."

Before taking his team of British cars to compete at Buenos Ayres Captain Miller hopes to be able to bring them to Ireland to give both cars and drivers a "try-out." He thought that if British manufacturers only knew of the ideal condition of the roads of the Free State they would certainly use them for testing their speed cars, instead of sending them to Brooklands track, where the results of the tests showed very little.

A TRANS-DESERT SERVICE.

The modern motor car has a well-earned reputation as an annihilator of time and distance. So long ago as 1920 a bi-weekly service of motor cars across the desert, from Beirut to Baghdad was operated by two Australian ex-soldiers, and since that time these pioneers have built up a fleet of high-powered vehicles, which cross the 800 miles stretch of desert in 21 hours, with but one stop at Ramadi Wells for the replenishment of water supplies. Their enterprise has made it possible for the traveller to save six to eight days' journey by sea, which the East-bound voyager would otherwise spend on board ship between Port Said and Karachi. In the early days many battles ensued between the car drivers and Bedouins; but, through sheer perseverance and courage in the face of difficulties, they have succeeded in building up a most efficient service. Trans-desert motor runs of several hundred miles are also features of communication in North Africa.

ROUTE MAPS.

The Automobile Association has just issued greatly improved route maps, those for Ireland covering every possible journey that a motorist may wish to embark upon. They are printed in booklet form, five inches by eight inches, and not only set out the information concerning places of interest, but show distances between various towns and other important points. The names of towns, villages and roads are heavily printed, so that the tourist has no difficulty whatever in finding even a cross-road in the country. The Association, in providing such a route map, deserves the appreciation of motorists in the Free State, to whom this handy little booklet of tours and routes will be of the greatest interest and help during the coming season.

HARE AND TORTOISE.

During the recent R.A.C. Rally at Torquay the concluding test consisted of a competition in which cars had to be driven on top gear, at the lowest possible speed, over a distance of one hundred yards, then accelerating over a further hundred yards.

The fact that some of the competitors drove first as slowly as a mile an hour, and then shot away at seventy miles per hour, is extraordinary proof of the flexibility of the modern car. A remarkable feature of the contest was that almost all the successful cars in this test employed either fluid flywheels as part of their mechanism or various devices to secure "clutch-slip." While there seemed to be much difference of opinion as to the ultimate value of these latter "gadgets," many experienced motorists proffered the opinion that another five years would see a complete revolution (and possibly extinction) of the present gear-box.

T.T. "TALKIE."

One of the features of a series of special cinema films, which is being produced this year by the Ulster Tourist Development Association, as part of a very enterprising publicity campaign, is to be a "talkie" of the Ulster T.T. motor race. Considering that the race is one of the most popular attractions which the Province stages during the year, this is a wise choice, and it should have a great appeal on the other side of the Channel, where such events cannot take place.

NAPIER CARS AGAIN.

Sir H. Brittain, K.B.E., C.M.G., presiding at the annual general meeting of Messrs. D. Napier and Son, Ltd., at Acton, London, recently, announced that, in accordance with the broader policy of the firm, they would shortly re-enter on the manufacture of motor cars. It will be recalled that some years ago Messrs. Napier gave up the building of cars, and concentrated most of their work on the construction of aeroplane engines. Several engines for "record"-breaking cars have, however, been constructed by Napier's recently, the most notable of which was used by Sir Malcolm Campbell at Daytona Beach in February last.

IRISH MOTOR RACING CLUB.

The Committee of the Irish Motor Racing Club have not abandoned hope that they will be able to secure a suitable course for car racing before the end of the present season. In a circular issued to members last month it was explained that there had been encouraging prospects of bringing off two car races in the Phoenix Park in the month of August next, but that the Board of Works could not see its way to grant the necessary permit, owing to the holding of the motor cycle races in connection with the Tailteann Games in the Park during the month of July. A sprint event for cars will possibly be arranged during the season.

PUBLIC HIRE VEHICLES.

The work of the Carriage Department of the Dublin Metropolitan Guards increases every year. Last year 11,400 inspections were carried out (including stated and surprise inspections), as a result of which 324 vehicles were ordered out of service, either permanently or temporarily. In addition, 327 taxi meters were tested and 1,900 brakes examined. The Guards also made inquiries respecting 6,000 road licences, and served 1,500 engineers' certificates for filling in.

During the year 982 new applications were received for drivers' and conductors' licences. At the renewal period on the 1st October, 1931, there were 5,597 licences in force, of which 512 were not renewed.

SECONDHAND CARS.

At a recent meeting of the Council of the Irish Motor Traders' Association serious consideration was given to the question of non-acceptance of second-hand cars bearing English or foreign registrations in part payment for new cars.

It was pointed out that the importation of second-hand cars into the Free State for re-sale had become a real menace to the motor trade, and that drastic steps, such as outlined above, would have to be taken, otherwise the sale of new cars would be seriously affected, and the country would become a dumping ground for the second-hand cars of other countries.

Further consideration of the matter was deferred until the next meeting of the Council.

FIRE!

One of the miracles of modern transport is the manner in which the drivers of our motor fire engines speed their vehicles through the crowded streets without ever being involved in a serious accident.

Few people ever think of the fire engine driver as they do of our well-known racing drivers, but their task is little less arduous. With their unwieldy-looking vehicles they travel always at high speed, no matter what the weather, knowing that corners, as well as straights, must be negotiated at full speed.

FIRE EXTINGUISHERS.

A number of motorists do not carry a fire extinguisher on their cars, because of the fairly high initial outlay called for. Such economy can only be described as "penny wise, pound foolish," as the fire danger is always present with the internal combustion engine. Most insurance companies now allow a rebate to all drivers, including an extinguisher in their equipment, and it is a practice to be strongly recommended.

Kingston, Zimblean, Cor. 60
14 WHITE Wyndham or Light Sussex Chicks, with
Mother, 21; carriage sold—Mr. Strong, 7 B
Kells, Meath.
500 LIGHT Sussex Pullets, 3 months old, Roost-
child's blood-tested, stock, strong and healthy.
4/6 each—E. Kingston, Enniskillen, Co. Cor.
21, 218-220—
2 4544, Gens-

DRESS AND COSTUME.

A DELAIDE road-suburban Family Rooming-house,
bath, 3 reception, 6 bedrooms, maid's room;
splendid order throughout; garden and garage; price
£1,400. Apply Garvey and Good, Lincoln place.
AT JAMES S. McMAHON AND CO'S
OFFICES.
CHOICE HOUSES FOR SALE.
AT North Circular road—£1,350; 3 re-
ception, 4 bedrooms, maid's room, hot

TERENCE (next tram and bus)—Charming Non-
servatory, off diningroom, electric light and heating
throughout, bath, two lavatories, toilet; space for
garage; rent £5 5s; lease 800 years; price £1,385;
owner being transferred. Appointment, Corrigan and
Co., 4 Grattan street.
VICTORIA street—Excellent House, well-out repair
Selling—rather cheap—

A DRAWINGROOM Flat, Herbert street, three
rooms, separate hall door, flat, Merton square, Par-
sonage, Archer, 12 Lower Fitzwilliam street; phone
62025.
AT 15 Herbert place, Unfurnished Flat, 4 apart-
ments, bathroom, kitchenette, electric heating,
gas, coal, etc.

A Sharpley's, Baby Linen Specialists—Lad-
ies to write for Catalogue Baby Linen, Acco-
nursery, Rosiquette—Nassau street, Lower
street.

THE MOTOR BANDIT.

A GROWING MENACE TO SOCIETY.

CRIMINALS, unfortunately, yield in no way to honest men in the matter of enterprise, and one regrettable result of the increased mobility which has followed upon the development of motor transport has been a great addition to the means for the commission of crime.

Up to the present the cult of the motor bandit has not become a serious menace in Ireland, but in Great Britain the operations of thieves, who depend for their "get-away" on the use of cars, have reached alarming proportions. Hardly a day passes but some new manifestation of this phenomenon occurs, and the number of crimes, the perpetrators of which go unapprehended, grows steadily.

Motor banditry takes several forms. Very frequently the bandits are "smash-and-grab" thieves, who, working with impunity in crowded streets during broad daylight, will leap from a suddenly-stopped car at the kerbside, dash the glass out of a shop window, scoop up as much of the property in the window as can be gathered in a moment, and then scramble back into the car and make a lightning escape.

RAPIDITY OF ACTION.

Sometimes, on the other hand, the car is merely an adjunct to ordinary housebreaking, or yet, again, it may be some other form of

robbery, even bag-snatching in the street. In every case, however, the criminals' success depends upon a quick escape, and this is ensured by the possession of a high-powered motor car, usually driven skilfully, but recklessly. To the crime menace, therefore, must be added the additional danger to life and limb that results from the presence of motor-drivers, not only desperate, but absolutely unscrupulous, whose liberty depends upon the speed with which they escape from the scene of their crime.

The suggestion has been made that known criminals should be barred from holding licences, but how little effect such a decision could have is obvious to anybody who realises both the resources of criminals and the impossibility of discrimination, not to mention the fact that the operation of a car for illegal activities is not likely to be curtailed by the mere absence of licensing.

The one way of coping with the motor bandit is to ensure that the police are at least as well equipped as he. For this reason motor equipment in our police forces should be greatly extended, with "flying squads" and motorcycle contingents, and, above all, every policeman ought to be a capable motorist, able to manoeuvre any car which may come to hand to aid him in pursuit of a fleeing criminal.

MOTOR CYCLING DATES FOR 1932.

SOUTHERN CENTRE LIST.

The following open dates for 1932 have been granted by the Southern Centre, M.C.U.I.:-

Apr. 16—Dublin University Grafton Cup.
May 7—Leinster "Two Hundred."

" 14—Athy speed event.
" 16—Cork "Twelve Hours" trial.
" 16—Skerries trial.
" 21—Dublin and District trial.
" 28—Irish Motor Racing Club speed event.

June 4—Leinster Novices' trial.
" 25-26—Leinster Night trial.

July 2—Irish Motor Racing Club speed event.

" 9—Leinster speed event.
" 9—Adare trial.

" 16—Dublin and District speed event.
Aug. 1—Leinster speed event.

" 14—Irish Motor Racing Club speed event.

" 7—Dublin and District road race.
" 21—Athy speed event.

Sept. 17—Irish Motor Racing Club speed event.

" 18—Skerries trial.
" 24—Dublin and District trial.
" 25—Athy speed event.
" 28—Cork "Scramble."

Oct. 1—Leinster trial.
" 8—Dublin University Fall trial.
" 9—Irish Motor Racing Club speed event.

" 16—Athy "Scramble."
" 22—Dublin and District trial.

Nov. 13—Pirate trial.
" 21—Tallaght trial.
" 26—Dublin University "Bush" Cup.

Dec. 26—Leinster Boxing Day trial.

COOLING SYSTEMS.

DEVELOPMENT OF DESIGN.

IN the earliest motor cars air cooling of the engine was the generally accepted principle, but this gave rise to considerable difficulties, owing to over-heating. Water-cooling was then tried, but in the initial stages of the development of this system trouble still arose owing to imperfections and lack of data; frequently, indeed, a driver had to stop his car while the water "went off the boil." The honeycomb radiator solved the cooling problem to a great extent; and, with the modern systems of water circulation through the cylinder jackets, there is very little trouble. This trouble, if found at all to-day, is usually due to the man, and not the machine. The car-owner who fails to see that there is sufficient water in the radiator to cover the pipes, or neglects to give it an occasional flushing with fresh water and a cleaning compound, can only blame himself if he has trouble from over-heating. A fairly frequent examination of the connecting pipes from the radiator to the cylinder jackets is also to be advised, and the joints tightened up.

AEROPLANE ENGINES.

Both water-cooling and air-cooling systems are used for aeroplane-engines, but the latter has only been found efficient for radial or rotary type engines, which offer considerable head resistance. Water-cooling has the advantage of allowing the cylinders to be placed in line, one behind the other, thus offering lower resistance to the machine's passage through the air.

Lately developments have taken place with the use of steam-cooling systems, and these have proved very successful, as they have the

THE DRUMM BATTERY.

DURING the past twelve months a considerable amount of development work has taken place with the electric storage battery invented by a Dublin scientist, Dr. J. J. Drumm, which has been the subject of much comment both at home and abroad. At present the work is confined to the application of the battery to rail transport, where it is thought that it will reduce running costs, especially on branch lines.

Its use as a power unit for motor vehicles has, so far, received only scant consideration as a possible future development, but it is likely that if the present rail tests are satisfactory there is every likelihood that it will be tried out on a road vehicle. Should the battery meet with success in this direction it would be necessary to erect charging stations all over the country, in a similar manner to the petrol stations of to-day. This would, naturally, result in a greater demand on the Shannon Electricity Scheme, and in an ultimate reduction in the price of current. Weight is a big consideration in the use of battery vehicles, and it is for this reason that they have not previously met with any considerable degree of popularity; but with the Drumm battery it is possible that a solution of the weight problem may be found, at the same time giving the motorist the reliability of the modern internal combustion engine.

effect of a considerable reduction in the weight per horse power. Tests have taken place with both aeroplanes and motor cars, and it is believed that extensive developments will take place in this method of cooling within a short time.

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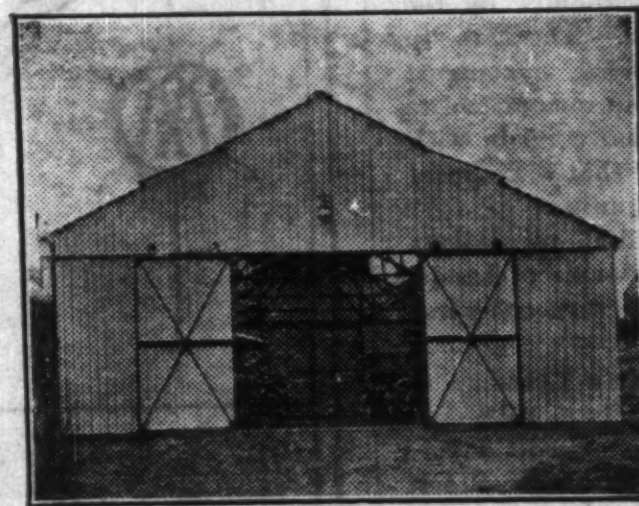
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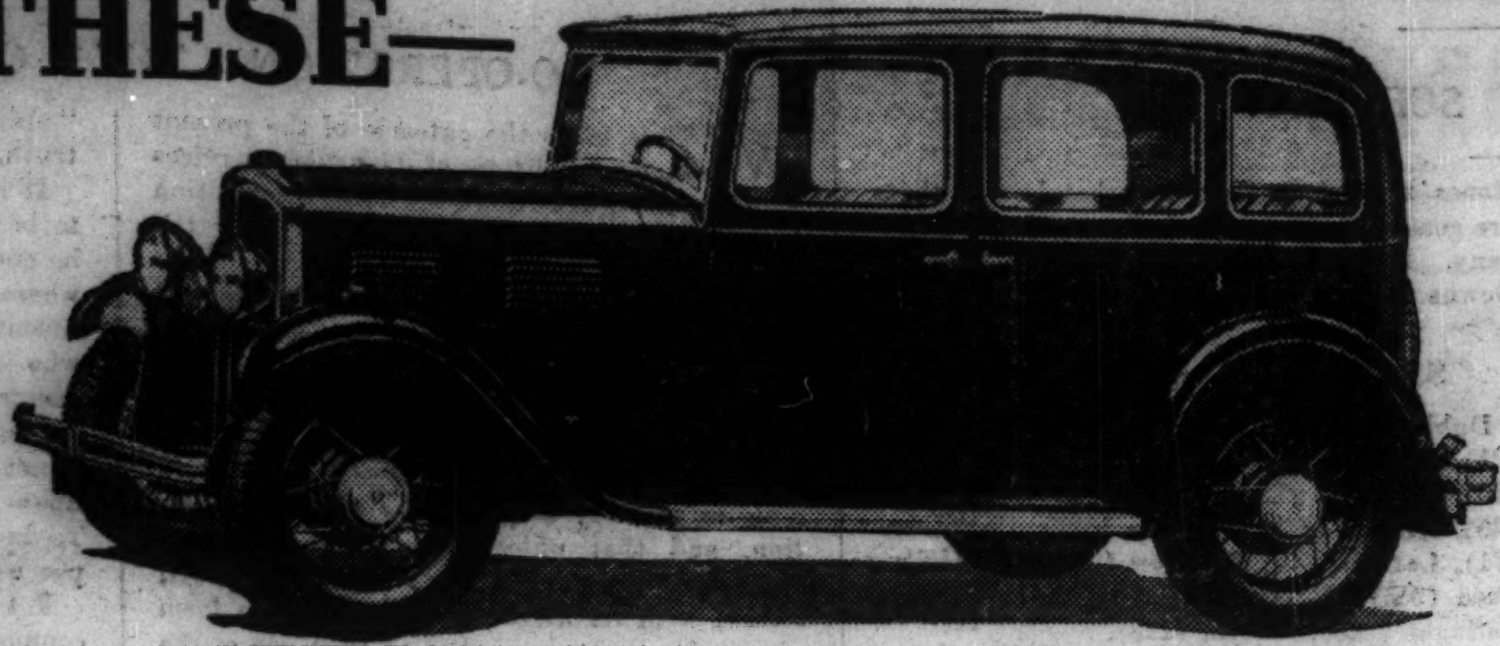
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TOURS FROM DUBLIN.

GOLF AND SCENERY.

THE delightful countryside of Dublin and Wicklow has an almost irresistible temptation for the motorist, and three runs, varying in length from forty-two to two hundred miles, are set out below.

They comprise a Saturday afternoon trip, a Saturday and Sunday outing, and an extended week-end trip. Those who may consider the Saturday-Sunday mileage too short may extend it by going further south into County Wicklow, or by spending some time at Glendalough, which lies within a few miles of one point of our suggested itinerary (Laragh). Similarly, those who may regard the extended week-end tour as too strenuous can omit part of the southern journey.

The tit-bit of the Saturday afternoon route is the run from Dalkey to Killiney, via the Vico road. Ireland cannot boast of anything grander than the combination of landscape and seascape to be seen from this highway; but the motorist will be well advised not to content himself with the view as seen from the road. He should leave his car and ascend through the woods of Victoria Park to the top of the hill. Any time spent there will be well repaid.

A visit to the Devil's Glen, near Ashford, should on no account be omitted on the Sunday trip. It is not an exaggeration to say that this is one of the most delightful of the Glens of Wicklow, and the motorist who passes it by misses one of the beauty spots of a county which is rich in scenic gems.

SATURDAY AFTERNOON.

Dublin, Kingstown (7), Dalkey (9), Killiney (11), Shankill (13), Bray (15), Greystones (21), Delgany (23), Kilmacanogue (26), Little Bray (29), Dublin (42).

We choose this way out of Dublin principally for the sake of the Vico road, which runs high above the sea between Dalkey and Killiney. The views of the coast and the mountains are among the finest in Ireland. The hill down into Killiney calls for careful driving.

Although the Windgates road is, as usual, in bad condition, it is exceedingly pretty and worth a few miles of slow motion. At Grey-

stones there is a first-class hotel, and there are good golf links at both Greystones and Delgany. Return to Dublin by the Glen of the Downs road.

SATURDAY AND SUNDAY.

Dublin, Killiney (11), Bray (15), Greystones (21), Newtownmounckenny (27), Ashford (33), Rathnew (35), Wicklow (37), Redcross (46), Arklow (53), Aughrim (62), Rathdrum (71), Laragh (78), Wicklow Gap (83), Holly-wood (93), Blessington (100), Brittas (106), Tallaght (112), Dublin (119).

There is a first-class road to Ashford. It is worth going a mile out of one's way here to see the Devil's Glen. Motors must be left at the gate while the tourist walks up this, one of the most striking of the Wicklow Glens. The tour here indicated combines the beauties of the sea coast, of finely timbered valleys and wild mountain scenery.

WEEK-END.

Dublin, Arklow (53), Courtown (57), Ford (77), Blackwater (83), Wexford (84), Rosslare (104), Wexford (113), Ferryarrig (115), Oligate (121), Enniscorthy (127), Ferns (134), Camolin (138), Gorey (146), Arklow (157), Wicklow (174), Dublin (206).

Our trip lies on the east coast of the County Wexford, passing through Courtown, a pleasant little seaside resort, and visiting Wexford and Rosslare. There are good hotels at Wexford and at Rosslare Strand. The latter is a wonderful stretch of sand, crowded with seashells of extraordinary size and variety. The Tuskar Rock, with its lighthouse, is a prominent feature of the seascape.

Our return route goes through Enniscorthy, where there is a good hotel and good trout-fishing on the Slaney. Vinegar Hill, just outside the town, will repay the small amount of exertion required to climb it by affording a splendid panorama. Ferns is rather a poor little place, but boasts a cathedral and a castle.

The golfer has a big choice on this trip. There are golf links at Bray, Delgany, Greystones, Wicklow, Woodenbridge, Enniscorthy and Rosslare.

SHOULD MOTOR TAXATION BE CHANGED?

ABOLISHING THE H.P. TAX.

AT this season of the year, when the Minister for Finance in the new Government is busy preparing his Budget, and (it is to be presumed) considering old and new methods of taxation, the time seems opportune for the revival of certain long-standing claims of motorists. Of these, perhaps the most important is that which avows that the system of taxing motor vehicles on the basis of horse power should be abolished and the taxation be transferred to petrol. In Great Britain a movement in this direction is already well under way, and its supporters have every confidence that their hopes will be realised—if not this year, perhaps twelve months hence.

Published figures reveal that in the year 1931 the imports of petrol into the Irish Free State amounted to the huge total of 45,081,892 gallons, compared with imports of 32,390,282 gallons in the previous year, and this increase despite the added tax and increased price. At the same time official returns show that the number of motor vehicles of all descriptions in the Free State had increased in 1931 to 57,162, compared with 54,547 in 1930. Private cars registered last year were 35,675, against 32,632 in the previous year; goods vehicles numbered 8,278 in 1931, against 7,637 in the previous year, and hackney carriages and other public service vehicles totalled 5,402 in 1931, compared with 5,914 in 1930.

CASE FOR PETROL TAX.

These figures show conclusively the growth of road transport, and the wider use that is being made of motor cars in all spheres. This raises in more acute form the motorist's plea for re-examination of the system of taxation, and appears to lend strength to the case that the burden of the motorist in way of taxation should be a direct tax on the amount of petrol he consumes. From the revenue authorities' point of view it would also seem to be a method that would bring in far greater results. The chief drawback about the present method is that it does not operate equitably. It is simply a dead-weight charge, and the man who is sparing in the use of his car has just as

heavy a tax to pay as the man who is constantly on the road. True, a saving can be effected if the car is laid up for a few months, but that inaction will not do the car much good.

NEW GOVERNMENT AND TRANSPORT.

The ideal system would, it is suggested, be to make the motorist pay a tax in proportion to the use he makes of the roads, and that can only be done by taxing his petrol. There could be a nominal registration fee, and then the motorist would contribute to the general tax, according to the use he made of his car. The result of this system would be that the vehicle which made the most use of the road would pay the biggest tax. The heavy motor lorries and omnibuses, with their comparatively lower mileage per gallon, would have to bear the heavier proportion, but that would meet the case made by local authorities that these heavy vehicles add immensely to the cost of upkeep of the roads. The small car owner would be relieved of the heavy annual drain and would be free to use his car as the state of his purse permitted. That also seems only equitable.

The new Government will, no doubt, give early consideration to the whole question of transport, and this would be a splendid opportunity for the re-examination of the method of taxation of motor vehicles. Unfortunately, there is the snag that the taxation of petrol has already been found to be a very ready and lucrative source of revenue in times of financial shortage, and, as apparently the Revenue authorities can always fall back on this source to replenish their coffers, there may be difficulty in getting them to forego the horse-power tax.

There is hope, however, in the thought that when in opposition the members of the present Government pressed for more sympathetic consideration for the motorists as a body, and they will earn the gratitude of the motoring community if they should carry through a scheme for the revision of motor taxation.

CHAOS OF TRAFFIC COMPETITION.

CO-OPERATION THE ONLY SOLUTION.

WHAT is to be the outcome of the present chaotic condition of transport services which has resulted from the terrific competition between the railway, the tramway, and the motor vehicle?

This is the problem that is now agitating all those who are interested in the carriage of either goods or passengers, for it is becoming realised that, despite all the palliatives which have been attempted in various items of legislation, nothing constructive has yet been done in the way of grappling with the situation, and that unless determined action is speedily taken anarchy on road and rail will follow, with its inevitable sequel in the form of ruin for those engaged in at least one of the industries.

TWO BILLS.

The Cosgrave Government last year introduced two bills dealing with transport—the Traffic Bill and the Road Transport Bill—but the former progressed but a short distance along the road to the Statute Book, and has

If made up without the "Irish Times," the postage on this Supplement in the British Isles is 2d. per copy and to foreign countries 1½d. With the daily paper the postage is 4½d. (foreign 2½d.).

now become only a memory, an ephemeral ripple on the stream of legislation. The Transport Bill, however, is another matter.

This became an Act last January, and is due to come into force within the next four months. It was rather a sweeping piece of legislation, which could hardly have been amended; in fact, as one omnibus proprietor has put it: "It all could have been put into one clause, reading something like the following:—The Minister for Industry and Commerce is hereby empowered to do whatever he likes with passenger transport." We, however, regard the Act as being better than no Act. Previously we were being treated like pariahs by everybody.

"The railway interests complained that we were using the people's roads, presumably oblivious of the fact that we were paying more than our share of the cost of making and maintaining the roads, and that those roads were very useful to them for their passengers and goods getting access to their lines."

OPINIONS.

Such is the view of the omnibus owner, and it is a view that accurately represents the opinions of thousands of omnibus owners and lorry owners all over the Free State—and, indeed, not alone in the Free State, for Great Britain—not to mention many other countries both inside and outside the British Empire—is finding this uneconomic warfare between rival traffic interests (in the repercussions of which every member of the community must share, either by reason of being directly engaged in some form of the transport industry, by reason of being a producer or merchant of goods which have to be carried from one place to another for distribution, or merely by reason of being a consumer of those goods) a problem of first class importance.

Like all questions which affect the rival interests of different sections of the community, however, this matter is not quite so one-sided as it might seem when looked at merely from the 'bus or lorry owners' point of view. Indeed, the railway shareholder or employee will declare that it is on the railways alone that the hardships of present circumstances are falling, and when each side is so certain that it is being ill-used at the expense of the other, then it is a pretty fair assumption that the truth lies somewhere mid-way between. It is a case of

"splitting the difference" to arrive at the truth.

It is a fact, of course, that road traffic has to bear a heavy share of whatever happens to be going in the way of taxation. Petrol everywhere is regarded as a never-failing source of revenue for hard-pressed Finance Ministers, who are likely soon to discover that this source, following one of the characteristic tendencies of petrol, is drying up. And petrol is not the only accessory of the motor industry upon which Governments levy their toll. To-day every thirty-two seater 'bus pays £8 per week in taxation alone.

Yet the fact remains that the railway companies, hedged about with restrictions, if not weighed down with taxation as their rivals are, are now struggling for very existence, and their demise would be, as everybody must admit, an irretrievable loss to the community.

In recent years, of course, the natural tendency has been for road transport to supersede the railway system, but there are certain respects in which the former can never take the place adequately of the latter—notably in the carrying of heavy freightage. Moreover, the unchecked increase in road vehicles is making our highways and streets, already none too safe, more and more perilous. That is an insuperable argument for the continued encouragement of railway transport, which the strongest advocate of road transport cannot get over.

ROAD-CUM-RAIL.

The only solution, then, seems to be the encouragement of that tendency which has become very evident in the past few years—more so in Northern Ireland than in the Free State—namely, the linking up of rail and road systems. In the North something like order has been created in the operation of omnibus traffic, with the establishment of a permanent commission to regulate the granting of licences for all vehicles plying for this class of business. What ever criticisms may be levied against the last Free State Government's Road Bill, there is this much to be said in its favour, that it made provision for a licensing system—a system which, incidentally, had the approval of the 'bus interest concerned.

A start upon the co-ordination of road and rail in the Free State, it is interesting to note, has already been made by the Great Northern Railway Company, and there seems to be little room to doubt that the system will be rapidly extended in the very near future. Given wise encouragement by the authorities, this plan may well result in industries which cannot possibly thrive in rivalry becoming prosperous in partnership.

ANGLING NEAR DUBLIN.

OF the three motor trips given in columns 1 and 2 on this page, the full week-end offers the best angling prospects. Wexford, Rosslare, Enniscorthy and Ferns are all convenient centres, and provide chances of exploring some of the lesser known waters. The Slaney is the chief river of the district, and possesses a number of tributaries, of which the following may be mentioned:—Bann, Urrin, Boru and Sow. Brown trout do not run to any great size, but are fairly numerous, and the Urrin holds a few sea trout in season. Killing flies are Orange Grouse, Red Spinner, Blue-bodied back hackle, and March Brown, but most standard patterns will kill.

The coastline affords really good sea fishing, and has the merit of being, comparatively speaking, unexplored. That there is no lack of variety is proved by the following list of fish which may be killed:—Bass, cod, pollack, bream, conger, skate, whiting, etc., and from now on to the end of October is the best season. The author of that standard work, "Modern Sea Angling," summarises the prospects with the statement:—"It is, perhaps, the best place for bass, and one of the best places for pollack, in Ireland."

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GOLDEN—In loving memory of Frances Mary
GOLDEN—In loving memory of Frances Mary
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THE TOLL OF THE ROAD.

134 KILLED, 2,370 INJURED, LAST YEAR.

LAST year 134 persons were killed in accidents on the Free State roads, whilst in 2,532 non-fatal accidents there were 2,870 persons injured. The fact that every week throughout the year witnessed upwards of fifty accidents on the roads is an indication of the increasing dangers from modern traffic.

In the Dublin Metropolitan Area 49 persons were fatally injured and 1,328 received injuries of a non-fatal character. Of the fatal accidents 18 were attributable to 'buses, and of the non-fatal 266 were due to the same cause.

Deaths from motor cycle accidents with pillion passenger numbered 10, fatal accidents in private motor cars totalled 49, motor lorries caused 28 deaths, and taxis and hackneys 12. There were 12 deaths from pedal cycle accidents. Horses and horse-drawn vehicles were involved in 23 fatal accidents.

Of the grand total of accidents (including those resulting in personal injury) of 5,876, the greatest proportion involved private motor cars. They numbered 2,525. Motor 'buses and pedal cycles were next highest with 592 each. Only 30 accidents involved motor cycles, whilst motor cycles with pillion passengers were involved in 64 accidents.

STATISTICS.

The statistics reveal that 17 children were killed through running suddenly on to roads, 2 by crossing carelessly or confusedly, 7 by crossing from behind vehicles, 1 playing games on the street, 5 by crossing in front of vehicles, and 2 whilst stealing rides on vehicles.

Of the adults killed 2 were killed whilst playing games on the streets, 16 killed whilst crossing in front of vehicles, 7 whilst crossing road not at a recognised crossing place. Six physically infirm persons were killed—2 whilst crossing from behind vehicles, and one each when boarding and alighting from moving vehicle, and one each boarding and alighting from stationary vehicle without looking out for other traffic.

CAUSES.

In the causes described as under control of the driver there were 15 fatal accidents due to excessive speed, 15 to inattention or lack of judgment, 5 failed to exercise care at crossings or road junctions, or failed to keep to the near side of the road.

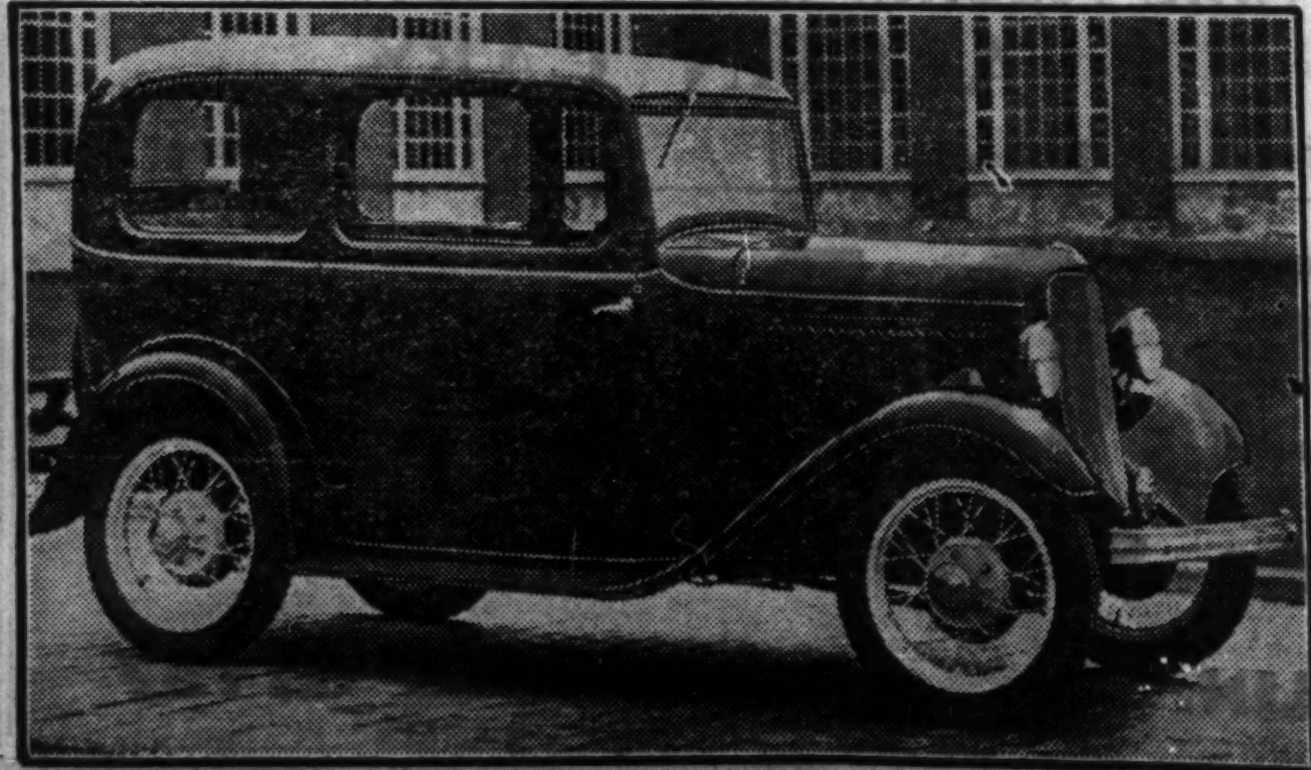
The following table shows the number of fatal and non-fatal traffic accidents which resulted in personal injury in the Saorstát during the years 1927-31:

FATAL ACCIDENTS.

	Mechanically-propelled Vehicles.	Horse-drawn Vehicles.	Pedal Cycles.	Total.
1927	85	25	3	113
1928	90	18	4	112
1929	161	31	14	206
1930	140	20	15	175
1931	144	23	14	181

NON-FATAL ACCIDENTS.

	Mechanically-propelled Vehicles.	Horse-drawn Vehicles.	Pedal Cycles.	Total.
1927	1,759	257	189	2,205
1928	2,402	271	193	2,866
1929	2,990	291	140	3,421
1930	1,829	170	412	2,411
1931	1,928	163	411	2,502



A NEW BABY.—The Ford 8 h.p. Car, which was exhibited in Dublin recently.

RESPONSIBILITY.

As will be seen from this table, the heaviest toll of the road was in the year 1929, and the great increase that year inspired the authorities in charge of traffic control to set about reducing the risks. Steps were taken to educate not alone drivers of all vehicles using the roads, but also pedestrians to a sense of their responsibility. A reduction in the number of accidents in the past two years is some indication that the appeal has not been without fruit, but much more requires to be done.

Every year sees an increase in the number of vehicles using the highways with a consequent increase in the dangers of the road. Much has been done to improve the safety of the roads. Magnificent surfaces have been laid, narrow roads widened, dangerous corners removed, and directional posts erected broadcast over the whole country. In the City of Dublin excellent work is done by Civic Guards' pointsmen to regulate and control the flow of traffic.

SAFETY FIRST.

Despite all this the greater security of the road in travel must always rest with the road-users themselves. They must learn to appreciate the dangers. Just as a person walking by the river or seaside realises that his life is in danger if he walks into water, so must the pedestrian on our streets realise that he is in imminent danger of death or serious injury if he walks carelessly into the stream of traffic. The pedestrians then must take this lesson seriously to heart. "Safety First" should be the motto for all. It should be preached on every side and insistently, in schools, in colleges, in the public places. Those who are in control of vehicles on our roads must also cultivate forbearance, courtesy and co-operation, and in this way help in minimising dangers. When one looks at the statistics and sees that in the last three years nearly 600 fatal accidents have occurred, one must realise that it is the duty of everyone using the roads to exercise every care that he or she will not be the cause of any accident.

HOW TO ASSIST.

The public can assist by observance of safety first precautions on the streets and on the roads. Public authorities can assist by removing dangers, and by the provision of adequate safety facilities for children.

Users of private motor cars can help by rigid observance of the rules of the road, by the cutting out of that little extra bit of risk they take in the matter of speed, or of cornering.

Owners of public service vehicles, by agreement on time-tables and co-ordination of services, can eliminate a good deal of the competition which at present makes for dangerous practices.

Above all, however, the cyclist must cultivate the road sense. The practice so prevalent of cutting in across other traffic, or of poaching that extra yard or two at a corner, is a real source of danger both to the rider and other road users, as well, of course, as to the pedestrian. What is wanted is a sustained and intelligent public interest in traffic matters. Indeed, it is only to a hoped-for increase and growth of the spirit of co-operation and mutual helpfulness that we may look forward as the means of making road travel safer and more enjoyable.

AUTOMATIC SIGNALS.

THE CASE FOR AND AGAINST.

THE enormous increase in the use of motor cars during the past ten years has brought with it an increasing problem for those responsible for the regulation of the traffic in the streets of Dublin. This problem, however, is not alone a matter for the traffic authorities, but rather one which enters in every hour of the day into the affairs of the ordinary citizen. Gone are the old days when one could stray across the thoroughfares regardless of the traffic. "Jay-walking," as it has grown to be termed, is now only attempted at great risk of life or limb.

REGULATIONS.

The regulation of the city's traffic, both vehicular and pedestrian, is now an important part of the work of the police authorities. Analysis of the causes of street accidents shows that a great percentage was due to carelessness on the part of pedestrians. Control of the pedestrian traffic, then, seems to be the first object to be attained, and for the last four years the police authorities have striven to educate foot passengers to follow certain laid-down rules. White lines were marked out on many of the footpaths in our principal streets, and a public appeal was made to walkers to observe a simple rule of the footpath. This, however, did not result in any marked improvement, and in the absence of compelling legislation the scheme gradually was abandoned. On the suggestion of the police authorities the Corporation had crossing places distinctly outlined at busy centres in Dublin, like Nassau street and College Green. This system—extensively used in other cities—has to some extent been successful, and these crossings are now extensively used, but even yet much more could be done.

RUSH-HOUR TRAFFIC.

At the rush hours at mid-day and in the evening special Guards are stationed at crossing points to control the passage of people on foot, and this has to some extent also been all to the good. People are now beginning to realise that the quickest and safest way to cross the roads are at those points where are displayed the notices: "Cross Here."

The motorist can play an important part by observance of these signs; for since their introduction the authorities are satisfied that by observance of the regulations people in general are afforded a greater degree of safety. There is, for instance, one worrying practice to the pointsman, a practice that he must check. That is the practice employed by some drivers and cyclists, when the hand of the traffic pointsman is against them, of edging their cars or bicycles forward, inch by inch, until they block up the crossing intended for pedestrians. Proceedings against such abuses would have a salutary effect.

POINTSMEN.

The work of the Guards who act as pointsmen throughout the country is extremely arduous and cannot be too highly praised, but it is noticeable in that the "silent pointsman" has not yet made "his" appearance in the streets of the capital city, which, with heavy traffic centres like O'Connell Bridge, College Green, Nassau street, certainly lags behind other capitals in this respect. The automatic traffic signal has been tried with marked success in other cities. In England it has proved an immense success, and in Belfast the system has also been introduced for improvement in the control at the busiest traffic centres.

The automatic signal is—as far as can be gathered—looked on with favour by the traffic authorities in Dublin, but the erection of the signals is a matter for the local authority, which, in this case, is the Dublin Corporation. On this body would fall the initial cost of installation of these signals and their maintenance. The installation of a signal costs about £120, and the upkeep might run to £10 a year, but the Corporation authorities have not the funds for such a scheme, apart from the fact that they do not control the police, who are really the body responsible for traffic regulation. It might be argued that the release of a number of Guards at present engaged on traffic duty, consequent on the introduction of the automatic signalling system would make more men available for duty in different parts of the city, and that their presence might have the effect of reducing the activities of house-breakers, so prevalent in the outer districts.

CYCLE PATROL.

In addition to the pointsmen there are numbers of Guards detailed for duty in connection with the regulation of the bus traffic at termini on the North and South quays. There is, too, the motor cycle patrol, consisting of three motor cycle combinations, each manned by two Civic Guards, one of whom acts as driver. These play a very important part in the control of traffic; for, being a mobile unit, the members are able to deal with such offences as dangerous driving, overcrowding of 'buses, and other abuses which endanger the safety of the road.

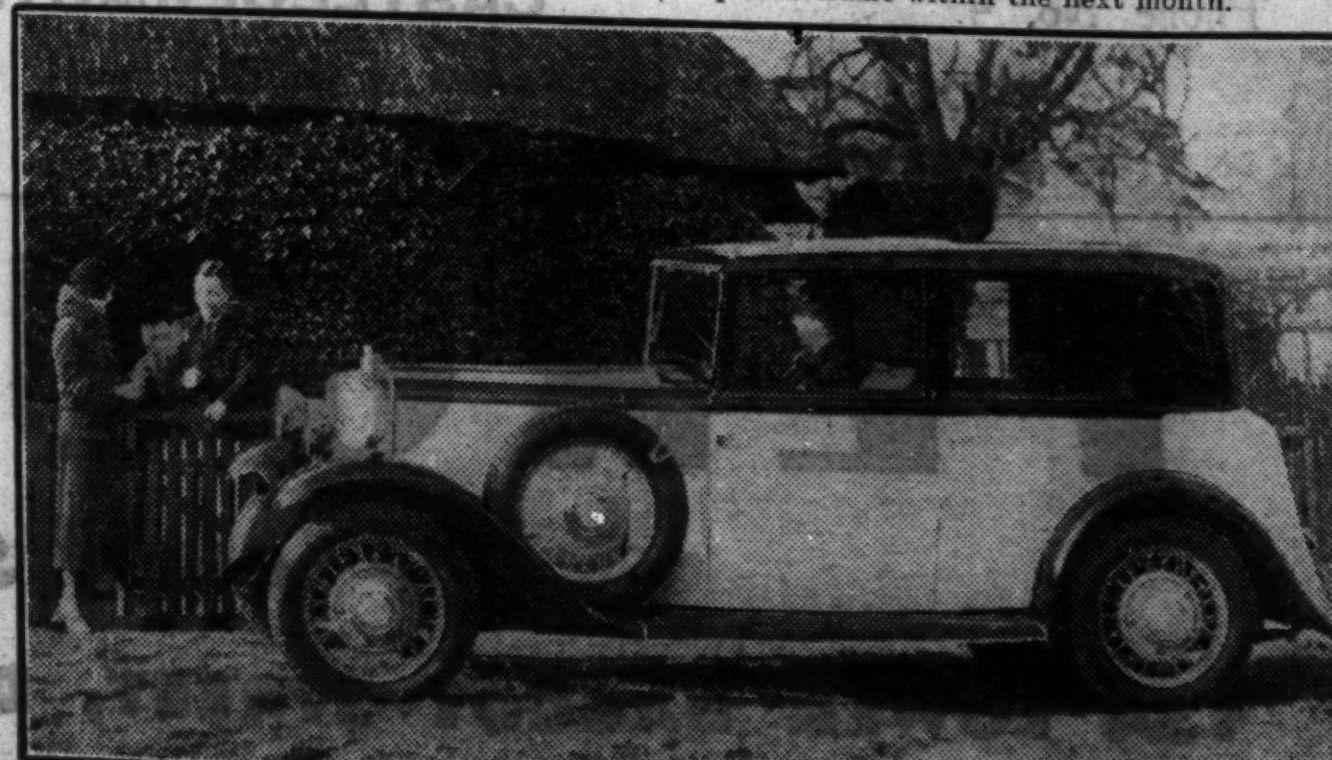
In addition, there are in the Dublin Metropolitan Area a number of Guards engaged "full time" in the operation of speed controls or traps, mainly for 'buses, a service that has proved most useful in reducing excessive speeding.

The authorities have constantly under consideration schemes for improvement in traffic control. The flow of traffic over the River Liffey via O'Connell street and Butt Bridge has in the past presented great trouble.

BUTT BRIDGE.

With the closing of Butt Bridge for reconstruction the authorities introduced a new system of control for O'Connell Bridge, and after twelve months working they are satisfied that the system is the best that can be devised, and that it will be continued after the new Butt Bridge is opened during the next month. The present arrangement secures full use of the O'Connell Bridge, and it is expected that much of the congestion that now occurs at O'Connell street will be relieved when heavy commercial traffic will have a route over Butt Bridge.

Butt Bridge will provide at least four lines of traffic, and possibly five, so that there should be quick and easy discharge of over-river traffic. The widening of Tara street, too, at the end adjoining the river will prove a great improvement, and one notes with pleasure that the work of demolishing the buildings on the acquired site has now been commenced. There is some slight delay in opening the new bridge owing to the putting in of sewer and gas pipes, and the work of levelling up the street surface on the North side to the new bridge level, but these difficulties will be shortly overcome, and the bridge should be open to traffic within the next month.



A SPORTSMAN'S CAR.—The Armstrong Siddeley 15 h.p. 6-cylinder Sportsman's Saloon.

14 WHITE BRANDON or Light Essex Coach, with splendid order throughout: garden and garage; price £1,400. Apply Garvey and Good, Lincoln place.

AT JAMES E. McMAHON AND CO'S OFFICES CHOICE HOUSES FOR SALE.

TERENTINE (next tram and bus)—Charming Non-separatory, off diningroom, electric light and heating throughout, bath, two lavatories, toolhouse; space for garage; rent £25 5s; lease 500 years; price £1,285; owner being transferred. Appointment: Corrigan and Co., 4 Grafton street.

A DRIVING ROOM Flat, Herbert street; three rooms, separate hall door flats, Merion square, Park, Archer, 12 Lower Fitzwilliam street; phone 62023.

A T 15 Herbert place, Unfurnished Flat, 4 apart.

500 LIGHT Essex Puller, 3 months old, Rothchild's blood-tested stock, strong and healthy, 4/6 each. L. Kingston, Farnham, Co. Cork.

Disengaged, trained, age 21, £18-220-11/6, Kildare.

Disengaged, trained, age 21, £18-220-11/6, Kildare.

PARKING PLACES.

EUCCHARISTIC CONGRESS, 1932.

LIST OF CONTROLLED, UNCONTROLLED AND TEMPORARY PARKING PLACES IN DUBLIN WHICH MAY BE USED DURING CONGRESS WEEK.

CONTROLLED DAY PARKING PLACES.

Parking Place at:	No. of Cars.
Anglesea street (west side)	22
Bedford Row (west side)	8
Burgh quay (north side)	25
Castle street (south side)	25
Cork Hill (east side)	10
College Green (north side)	8
Clarendon street (west side)	30
Duke street (south side)	10
Essex street (south side)	12
Foster place (west side)	15
Molesworth street (south side)	40
Nassau street (north side)	14
O'Connell street, Upper (west side)	44
O'Connell street, Lower (A) (west side)	5
O'Connell street, Lower (B) (west side)	10
South Anne street (north side)	20
Frederick street, South (west side)	25
Suffolk street (south side)	10
St. Andrew street (north side)	9
St. Stephen's Green, North (A) (south side)	6
St. Stephen's Green, North (B) (south side)	12
Wicklow street (south side)	10

CONTROLLED NIGHT PARKING PLACES (AFTER 7 P.M.).

Parking Places in connection with Theatres, Cinemas, Hotels, Restaurants, &c.

Parking Place at:	No. of Cars.
Abbey Theatre, Marlborough street (east and west sides)	14
Abbey Theatre, Lower Abbey street (south side)	26
Capitol and Metropole, O'Connell street, Lower (west side)	5
Capitol and Metropole, O'Connell street, Lower (west side)	10
Capitol and Metropole, Middle Abbey street (north side)	36
Clery's Restaurant, O'Connell street (east side)	24
Clery's Restaurant, Sackville place (north side)	15
Gaiety Theatre, South King street (north side)	10
Gaiety Theatre, Clarendon Row and Clarendon street (east side)	50
Gaiety Theatre, Stephen's Green, West (west side)	20
Grafton Cinema, South Anne street (north side)	20
Gresham Hotel and Savoy Cinema, O'Connell street (east side)	20
Gresham Hotel and Savoy Cinema, Findlater place (north side)	36
Hibernian Hotel, Molesworth street (south side)	40
Olympia Theatre, Palace street (east and west sides)	10
Olympia Theatre, Dame street (north side)	8
Plaza Ballroom, Middle Abbey street (north side)	12
Plaza Ballroom, Middle Abbey street (south side)	64

Plaza Ballroom, Upper Liffey street (east side)	40
Theatre Royal, Hawkins street (both sides)	50
Theatre Royal, Burgh quay (north side)	25
Stephen's Green and United Services Club, St. Stephen's Green, North (north side)	8
Wynn's Hotel (south side)	15

UNCONTROLLED DAY PARKING PLACES.

Parking Place at:	No. of Cars.
Beresford place (west side)	10
College street (south side)	12
Chancery place (west side)	24
Chancery street (north side)	65
Gardiner street, Lower (east side)	10
Hume street (north side)	45
Hatch street, Upper (south side)	12
Kildare place (north side)	10
Kildare place (east side)	30
Lombard street (east side)	30
Merrion square, East (west side)	100
Merrion square, South (north side)	20
Merrion square, West (east side)	12
Morgan place (east side)	36
Parnell square, North (south side)	25
Parnell square, West (west side)	5
Palace street (west side)	80
Stephen's Green, South (north side)	4
Stephen's Green, East (west side)	15
Stephen's Green, East (west side)	13
Stafford street (east side)	13

UNCONTROLLED NIGHT PARKING PLACES.

Parking Place at:	No. of Cars.
Four Courts Hotel, Morgan place (east side)	12
Hotel Russell, Stephen's Green, South (north side)	80
Jury's Hotel, Anglesea street (west side)	22
Moran's Hotel, Lower Gardiner street (east side)	65
Shelbourne Hotel, Stephen's Green, East (west side)	4
Shelbourne Hotel, Stephen's Green, East (west side)	15

TEMPORARY PARKING PLACES.

The following parking places will be available for day and night parking during the Congress. After each street name is appended a note in brackets setting out the location of the parking place, and the number of cars that can be accommodated in each park:—

Parking Place at:	No. of Cars.
Adelaide road (south side)	100
Canal Bank (south side)	150
Eccles street (both sides)	100
Fitzwilliam square, North (south side)	60
Fitzwilliam square, South (north side)	70
Fitzwilliam square, East (west side)	60
Fitzwilliam square, West (east side)	60
Grantham street (south side)	60
Heytesbury street (east side)	75
Hardwicke place (west side)	50
Mountjoy square, North (south side)	100
Mountjoy square, South (north side)	100
Mountjoy square, East (west side)	100
Mountjoy square, West (east side)	100
Mount street, Upper (north side)	50
New road, Broadstone (north side)	150
Pleasants street (south side)	60
Smithfield Market (south side)	500
Temple street, North (west side)	50

See us first!

Look! Here's a fine range of new cars ready to drive away. See them now. Try them now. You're bound to find one to suit both your taste and pocket. Or, if you're thinking of going in for a sound used car, we have some real bargains waiting for you. Before you buy any car get in touch with us!

F. M. SUMMERFIELD Ltd.,
138 LOWER BAGGOT STREET, DUBLIN.
Wires: "Carmen, Dublin."

Sole Free State Importers of
CHRYSLER, RENAULT, PLYMOUTH & DE SOTO Cars

Chrysler "Light Six" Saloon, with English leather upholstery

£341

Chrysler "Special Six" Saloon, with lavish equipment

£450

Renault "Ten" Saloon—a lovely car

£234

Renault 14 h.p. "Speed" Saloon

£260

Renault 20 h.p. "Speed Six" Saloon

£350

Vauxhall Cadet Saloon

£355

Standard "9" Saloon

£195

Standard "Big Nine" Saloon

£255

Standard 16 h.p. "Six" Saloon

£295

Standard 20 h.p. "Six" Saloon

£400

All prices shown are for delivery here. No waiting—immediate delivery—cash or deferred terms.

THE LATEST *Austin* MODELS

Now at our Showrooms. We invite you to try them.

AUSTIN 13.9 SIX
COACHBUILT SALOON £249.
(The best value to-day)

AUSTIN 16 H.P. SIX
COACHBUILT SALOON £335.
SUNSHINE SALOON £405.

AUSTIN SEVEN
TOURERS, £150. SALOONS, £150. SUNSHINE SALOONS, £163.

W. B. CRAWFORD,

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29 & 30 DAWSON STREET, DUBLIN.

NEW GARAGE & SERVICE STATION: Earlsfort Garage, Hatch Street, DUBLIN.



THE FAMOUS—1932 STANDARD—CARS

THE LITTLE NINE	From £185
THE BIG NINE	£240
THE SIXTEEN	£275
THE TWENTY	£400

Delivered Dublin.
Cash or Deferred Terms.

ARCHER FOR STANDARDS DUBLIN

A FLEET OF STANDARD SALOONS & SPORTS CARS LEAVING 65' LR. MOUNT ST., DUBLIN

WHERE THEY COME FROM



WHERE THEY GO TO

CARLOW, KILKENNY, OFFALY,
CAYAN, LEITRIM, ROSCOMMON,
CLARE, LEIX, SLIGO,
CORK, LIMERICK, TIPPERARY,
DONEGAL, LONGFORD, WATERFORD,
DUBLIN, LOUTH, WESTMEATH,
GALWAY, MAYO, WEXFORD,
KERRY, MEATH, WICKLOW,
KILDARE, MONAGHAN,

CHAS. J. BARRY

BARRETT—In ever-loving memory of John Barrett, who passed away on April 10th, 1932. GOLF—In loving memory of my dear mother, who died at her residence, "Sans Souci,"

BEST ORRELL COAL 44/-
BEST WIGAN COAL 41/-
BEST HOUSE KITCHEN 38/-

LESS SPECIAL DISCOUNT 2/- PER TON CASH WITH

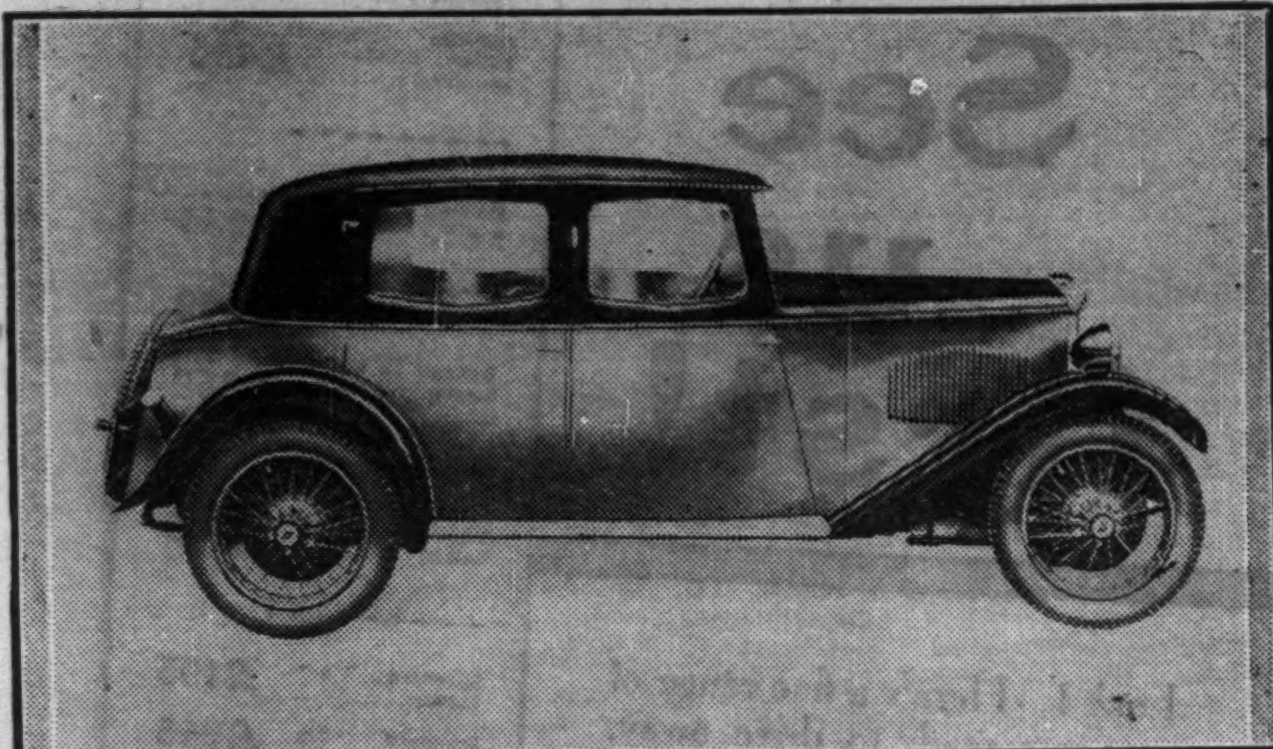
Central Heating and Sanitation, with all modern improvements. Electric Lighting throughout the premises. Highly qualified staff. Boys are prepared for University, Army, Navy, Public Schools, etc. Specially qualified Matron.

Examination for above will be held on 7th and 8th JUNE NEXT. Entrance Forms must be lodged with the Registrar on or before the 20th May next. Entrance Forms and full particulars may be had on application to

A CASEY CORNER FOR LIO

THE CARS OF 1932.

SOME POINTS OF DESIGN.



THE 9 H.P. RILEY.—The "Monaco" Saloon Model, a smart car of recent design.

ARMSTRONG SIDDELEY.

All models of these cars are built to aircraft standards of quality. They are finely finished, sturdily built, dependable and enduring. This firm produced the first twelve-horse-power six-cylinder car which made its appearance as far back as 1928, and now the Armstrong Siddeley Twelve embodies a combination of the best and latest qualities so desirable in a car of this class. As to performance, it will be sufficient to recall the account that these cars gave of themselves in the recent R.A.C. Rally in England, where coachwork was also taken account of. In an entry of twelve standard cars Armstrong Siddeley won two out of the first six trophies, three out of the nine special centre prizes, and eleven plaques for the completion of the course without loss of marks. The 20 h.p. cars won four prizes, the 15 h.p. cars three prizes, and the 12 h.p. cars one prize, showing the high quality of the running in the entire range of products. In the coachwork competition, in which there were cars of the exclusive and luxurious type, and in which the marks were awarded for elegance of appearance, comfort, condition, general arrangement and convenience, the Open Sports 20 h.p. and the 15 h.p. Coupe won first prizes, and the 20 h.p. Sports Saloon won second in a field of 58 in the respective classes.

AUSTIN.

In all parts of the world, and under the most trying conditions, have the Austin cars demonstrated their dependability. Consequently, the products of this firm (behind which is a quarter of a century's experience) need little word of recommendation. Indeed, the best recommendation is the fact that huge numbers of these cars are registered every year in the Irish Free State and Northern Ireland. There are models to suit all pockets, from 7 h.p. to 20 h.p.; but, perhaps, the most popular class is the 12 h.p. six-cylinder type, of which there are five different models. Specifically designed as a light six to accommodate four adults, this "family car" was put through lengthy and strenuous tests before being put on the market. The result is a car of Austin dependability, and an ideal car for the owner-driver. Its maintenance has been considerably reduced by labour-saving devices, as an instance of which there are but nine points at which it is necessary to use the grease gun, all of them being very accessible. Indeed, general accessibility is a very strong feature of the model, and all points where attention is needed are easily got at. The saloons are upholstered either in wool or leather cloth, and the De Luxe model in real hide, while the equipment provides everything necessary for maintenance, running repairs, and comfort and safety in driving.

A.J.S.

Motorists who seek considerable luxury, really good performance, and small car running costs will find it in the A.J.S., which is now produced by Willlys, Overland, Crossley, Ltd., Stockport. The body is so designed that there is maximum head-room for the rear seat passengers. The front seats are adjustable, and it is the simplest matter in the world to move them. The upholstery is in hide, which is supple, warm, lasting and comfortable. Steering is light, and the central gear lever is long and very conveniently placed. All the controls are most conveniently placed, while the brakes are powerful, and, being simply adjusted, make it easy to obtain equal pressure on all wheels. The wide doors and width of the body give plenty of elbow room, both inside and on entering or leaving the car. The four-cylinder engine is rated at 8.92 horse-power, and on top gear travels at a maximum speed of fifty miles an hour. The generously proportioned crankshaft prevents the possibility of trouble due to distortion. It is balanced at rest and in motion, so that it provides smooth, quiet running. The three main bearings in which the crank shaft is carried, being of big diameter, give better distribution of the engine load, and less pressure per square inch on the bearing surfaces, so that the wear is distributed over a larger area. Pressure lubrication forces a constant supply of clean oil to all moving parts. The clutch and gear-box are one unit with the engine.

THE GENERAL TREND.

IN the 1932 model cars a decided tendency on the part of manufacturers to produce a light, economical car, at a moderate price, will be noticed. Convenience of control and ease of maintenance have been carefully-studied features in most of the types described below, and, undoubtedly, the owner-driver has received more than usual consideration in the recent designs.

Leg room has been increased in many of the smaller cars, and both driver and passengers now have sufficient space to enjoy a drive in comfort, without sitting in a cramped position.

Coachwork has been greatly improved during the past few years, and fabric saloons have increased in numbers, while the coach-built models are very popular in the higher priced ranges. Ease of access by means of wide doorways is another feature which has been largely developed recently. The Road Act, passed by the Imperial Parliament last year, requires that all new cars shall be fitted with unsplinterable glass, and this has added greatly to the safety of modern motoring.

THE CITROEN.

The Citroen range of cars offers increased comfort, enhanced appearance, and many valuable mechanical improvements which go a long way towards meeting the demand for economy. The "Fourteen" and the "Twenty," embodying all the essential characteristics which ensured the economical and trouble-free running of the 1931 models, possess, in addition, the following new features—Rear petrol tank, with vacuum feed; greater flexibility and acceleration; improved electrical starter, with lower electrical consumption; starter carburettor for easy starting in all weathers, and a fume disperser. The coach-work and equipment have also been improved, while chromium is used in the radiator and on all outside bright parts—features that are in keeping with the comfortable interior and upholstery of the car. The "Fourteen," a full-sized and completely equipped four-cylinder model, with plenty of head and leg room, is fast and flexible.

CROSSLEY TEN.

The first light car produced by the Crossley Company is built in accordance with Crossley traditions. It is an economical light car, built, as all Crossleys are, mainly by hand. Tested with the thoroughness that has characterised the previous work of this firm, the new model should make a strong appeal to the motorist who, whilst desiring flexibility and economy, also looks for sound craftsmanship of design and detail. In it will be found a high average speed and reliable service, and it is fitted with four cylinders, overhead valve engine, and with a load of four heavy passengers, can attain a speed of 65 miles an hour. Good road-holding qualities, acceleration, liveliness and easy control in traffic are some of the striking features of this new product. Four forward speeds, with a silent third, are fitted, as well as brakes of the efficient self-energising type. The steering is light and easy. Upholstered in real furniture hide, it is attractively finished in many styles. There are four models—family saloon, sports four-seater touring car, de luxe semi-sports saloon, the semi-sports coupe. Wire wheels of the Magna type are mounted, and there is a very full equipment.

CHRYSLER.

The Chrysler Light Six is one of the new products for 1932, and embraces all the well-known Chrysler improvements, such as the new double drop-frame and the permanently-silenced steelweld bodies. It is powered with a 19.8 h.p. engine, which gives tip-top performance, and the whole car presents the low-hung modern appearance which is characteristic of the latest Chrysler designs. The double dropped frame makes possible a very low centre of gravity without any sacrifice of ground clearance or adequate head room. It is a delightful car to drive; the engine is rubber-mounted front and rear; side valve construction is employed—a system which ensures silence and less frequent necessity for adjustments. The smooth running is largely due to the impulse neutraliser, which has replaced the former counter-weighted crankshaft. The three saloon bodies are of the four-door, three-window type, and all windows can be raised or lowered at will. In addition to the saloons, there is a two-seater, with dickey, as well as a drop-head coupé model.

DELAGE.

This well-known high-grade French product can be had in many models, and performance, coupled with the design, and added to the comfort-giving accommodation, as well as dignity and style, makes a very strong appeal to the ordinary motorist. Engine operation, though remarkably silent, gives an amazing road performance. The provision of helioidal pinions in the gear mechanism gives a silent third speed, and allows it to be used constantly in traffic and for accelerating satisfactorily when hill-climbing. All except the steepest gradients can be surmounted on top gear. Petrol consumption, considering the power and weight of the car, is extremely moderate, while perfection of steering, dependable braking and control are very pleasing features of a car that makes a very big cruising speed possible. The equipment is in every way complete. Only five greasing points need attention in lubrication of the chassis. They are all easily accessible, and thoroughly do the job for which they are intended.



THE SWAN'S GRACE.—Miss Binnie Hale, the well-known actress, with her Standard Aven "Swan" Sports Coupé.

A LUXURY TYPE.—The Austin Twelve-Six Saloon De Luxe.

ESSEX.

The introduction of selective "free-wheeling" as optional equipment on the Essex models marked a considerable advance in the progressive policy of Hudson Essex Motors, Ltd. An important advantage of this equipment is that of economy. Considerable savings in petrol and oil are effected, because the car is able to travel considerable distances by momentum while the engine is idling. Free-wheeling also greatly prolongs the life of all the working parts, and reduces strain on the entire engine, chassis and tyres. In addition to these advantages, there is more positive control, because, at high rates of speed, it is possible to change to a lower gear without clashing, the driver being able to place the free-wheeling lever in the necessary position for descending steep gradients. In reverse the free-wheeling becomes automatically inoperative.

FIAT.

In the Fiat range of vehicles there is a car to suit almost every taste and every purse. All the models—the Royal Cabriolet, the De Luxe 10.30 h.p. two-seater, the coachbuilt saloon, and the 10.30 h.p. Sunshine saloon, have each been well tested and proved to be an engineering job that gives every satisfaction. Attention to detail is one of the outstanding features of these cars; the performance is good, and the lines of each model are pleasing. The 10.30 h.p. has a four-cylinder side valve engine; there are four speeds, the wheel base is eight feet four inches, the track four feet, and the overall length 12 feet and width four feet ten and a half inches. The road tax is £12. This car can be had as a two-seater, a four-seater, a two-door and four-door saloon, a sunshine saloon, and a coupé. The six-cylinder models, of twenty-horse-power rating, are also side valve engines, 72 mm. x 102 mm.; the cubic capacity being 2,516. There are four types of bodies, two saloons, one of which has a sunshine roof, a cabriolet, and a sports tourer. In addition, there is a seven-seater saloon.

FORD.

Yet one other member has been added to the famous Ford family this year. The new 8 h.p. recently exhibited in Dublin attracted a great deal of attention, not only among established motorists, but among potential owner-drivers. This was the Ford response to the demand for the small car embodying sound workmanship and dependable performance over long periods. Far from being a model "A" in miniature, it is an entirely new car to be manufactured and built exclusively in the new Dagenham Works. It is a smart and stylish turn-out, a streamlined four-seater car, light and inexpensive to run. Good acceleration, security of braking, road worthiness, roomy accommodation for four adults, and efficient equipment makes it a car of real utility. In the body construction much has been accomplished to eliminate noise. A special synchromesh gear box reduces gear changing to the verge of simplicity, while jarring of the steering gear has been eliminated by rubber-mounted steering connections. The engine is of four-cylinder, with a detachable head and four point suspension with rubber supports, a three bearing crankshaft, and the pistons of aluminium alloy. Certainty of control is ensured by foot brake acting on all four wheels. The drums are of malleable iron 10 inches in circumference, the method of application being mechanical internally expanding.

HUDSON.

The Hudson Eight, both in design and in riding qualities, has reached a very high standard. The eight cylinders give that even flow of power which makes for effortless performance. Perfectly balanced in all its mechanism, engine operation is silent, and the eighty-horse-power of the octave of cylinders gives all the speed that is required. Yet the control is of the easiest—almost effortless—and is made possible by improved steering and adequate brake surface. There are ten models, on all of which the coach-work and upholstery is most attractive and luxurious. The possessor of any model will have at his command a car in which power, comfort, dependability and speed are among the attractions.

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500 LIGHT Sussex Pullets, 3 months old, Robb-
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CARS OF 1932 (CONTINUED).



A GOOD PULL.—The new 12 h.p. 6-Cylinder Rover climbing a steep hill near Huddersfield, Yorkshire.

HILLMAN.

Luxury, performance, beauty and reliability are a few of the attractive features of the Hillman group of cars for this year. The Wizard is noted for its cleanly designed, modern six-cylinder power unit, with special combustion chamber and exhaust heated hot spot in the induction system. This model easily attains a speed of over a mile a minute, and this, coupled with adequate springing, road-holding and braking power, makes the car a pleasure to drive. At all speeds there is silence and flexibility. The model may be had in 15.7 rating or in 20.9 at the same price. There are five models, including a five-seater Tourer and a Sports Saloon, as well as a Coupé Cabriolet. The new Hillman Minx 10-30 h.p. is the Hillman return to the light car field. Built and equipped as a full-sized car, there is plenty of room for four grown-ups. Its sturdiness, comfort and performance at a light car's running costs have made a very wide appeal. Petrol consumption is 35 miles per gallon. There are six attractive body styles, while the upholstery is comfortable to a degree. The Hillman Vortic is a decidedly attractive-looking car, and a marked feature of its performances is that on long runs a high average speed can be maintained with very little driving fatigue. An eight-cylinder engine, good brakes, exceptional road-holding and comfortable seating are other features which contribute to the ease with which the Vortic can be controlled.

HUMBER.

The Humber Pullman models consist of nine types. Graceful and well-proportioned, they possess a quiet dignity that is all their own. The seats, providing room for seven passengers, are deeply cushioned; and cushions and squabs being made up on special spring frames, arm chair comfort is provided for travellers. The coachwork is beautifully finished, while exceptionally flexible springs, steering that is light, positive, and free from back lash control, makes driving and riding most luxurious. All models possess a seven-bearing crank, accurately balanced statically and dynamically. The ignition is by coil and distributor, both automatic and manual advance, contributing to easy starting and smooth operation at low speeds. The clutch is a single dry plate, totally enclosed, and requiring no attention, while the gear-box has four speeds, with silent third in unit construction with the engine. The Pullman and Snipe Humber six-cylinder engine is rated at 23 h.p., developing 72 b.h.p., and travelling either at a walking pace or over a mile a minute there is always that smooth flow of power that is a delight to those who sit behind the wheel.

M.G.

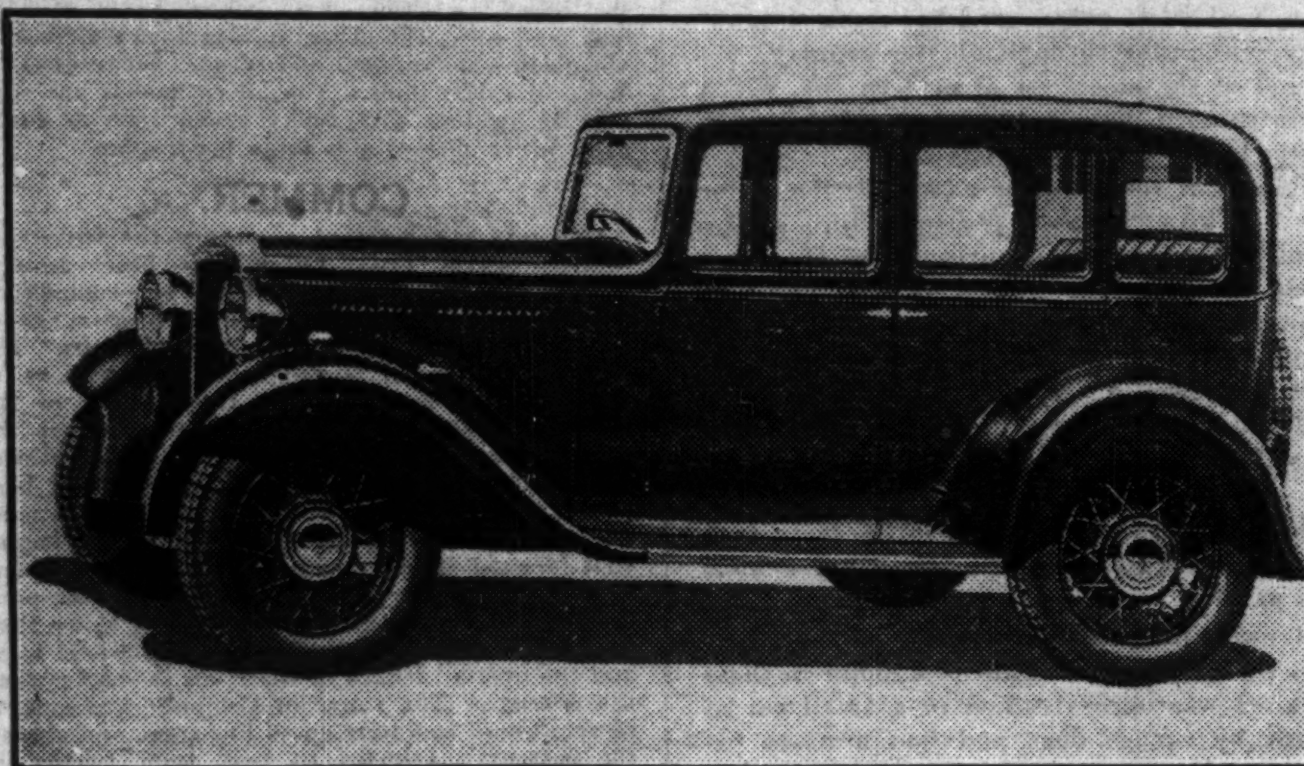
The 12/70 M.G. Magna Sports four-seater has established its merits and capabilities in a very decided manner. An entirely new addition to the M.G. range, with its two carburetors, overhead valve and camshaft, six-cylinder engine, it is a small luxury sports model of distinction. There are two body styles, both panned, and of the close coupled four-seater variety, one open and one closed, and nothing has apparently been neglected to give this little six-cylinder car a very fine sporting performance. It has already proved its capabilities in the competition world, having won the Double Twelve Hour Race, the Irish International Grand Prix, the Ulster International T.T. Race, and the first car of 750 c.c. in the world to cover 100 miles in one hour. The engine is rated at 12.08 h.p., the six cylinders being cast en bloc. The chassis frame is of special underslung design at the rear and upswep at the front. Tubular cross members hold the frame, and the design as a whole is a wise compromise between stiffness under normal conditions and ability to yield to heavy blows without injury. The underslung flat long springs provide comfort and road-holding qualities. The finish is panelled cellulose, the upholstery is soft leather, and the petrol tank is at the back.

MORRIS.

Morris cars offer to-day better value than ever before. In the 1932 programme many distinct and valuable improvements have taken place, and these apply to all models. The coachwork of the Cowley Saloon, with curved instead of flat sides, and, indeed, throughout the whole range a more attractive design of chromium-plated radiator has been adopted. On the Major, the Isis, and the Oxford models there are automatically-operated chromium finished shutters to the radiators. The dimensions of the regular models have been considerably increased, the upholstery has been carried out on smarter lines, and in all models the petrol tank has been placed at the rear. Morris safety features now include 100 per cent. triple glass and four-wheel brakes. All six-cylinder models have four-speed twin-top silent third gear-boxes. The Isis Sports Coupé is an entirely new model, while the Family Eight saloon is a full four-seater, with a low tax engine that is most economical on petrol.

THE PEUGEOT.

The Peugeot range of cars of ten horse power caters for that section of motorists who regard style, reliability, economic running and small capital expenditure as essentials to motoring. The small engine is comparable in smoothness of running to many six cylinder cars, and even at high engine speeds there is no roughness. As a consequence, there is a marked absence—especially in the saloon models—of reverberation, while hill climbing does not seem to trouble this lively unit very much. Second gear is rarely called into action, and a nice cruising speed is around 45 miles an hour. The independent springing of each of the front wheels makes riding most comfortable, and this new introduction has been found to eliminate skidding under almost any circumstances. Road holding qualities have been also greatly increased by this arrangement, and at top speed of 60 m.p.h. perfect control is easily maintained. Of attractive appearance and nice lines, very comfortably sprung and upholstered, the Peugeot Tens are certainly very attractive bargains, and embody many features usually only to be found in the larger and dearer cars. There are altogether nine models to select from.



A NEW MODEL.—The Hillman "Minx," a smart light car of recent design.

THE RILEY.

The Riley Company is another firm which does not produce annual models. While retaining all the successful features of a stabilised design, however, this company incorporates other features which from time to time, by experiment and research, have proved right from every angle. From an economic point of view, this is a very considerable matter for the owner; for it saves him from excessive depreciation resulting from the abandonment of one model in favour of another at regular intervals. Performance, comfort, safety and refinement are the results aimed at, and that they have been achieved no one can deny. The specially downswep frame, which, by virtue of its loaded level—9½ inches from the ground—and the extra width at the rear entirely obviates rolling at corners, and gives a very high degree of road-holding qualities. Engine performance places the Riley in the front rank of performers, while economy in service and running expenses are two important features of a product that, in addition, makes ample leg and head room an essential condition. World-wide tests on course and track have proved the worthiness and capabilities of the Riley Nine, and purchasers who understand the meaning of performance and economy will appreciate the possession of a Riley. There are five models to choose from, both open and closed.

THE ROVER.

The Rover policy is to introduce improved models when research has progressed far enough to justify a change, and the usual procedure of waiting for an appointed time in any one season is not followed. The well-known Rover Twelve, which, since its introduction, has been most successful, is altered in some important details, among them being hand finishing of coach-built body work. In these models Vacuum servo brakes add greatly to the safety margin. The Rover Ten, which is the pioneer of the full-sized modern Saloon, has also been improved in detail, and a four-speed gear box with a silent third is now available at a very slight extra cost. The twelve saloon and the 20 h.p. Meteor complete the range, but any Rover model can be supplied in made-to-order body work, thus catering for the owner who desires to possess something out of the ordinary.

RENAULT.

The range of models of this reliable, popular and well-finished French product cater for almost every possible taste. A Twelve-six, a Speed-six, a big Six, a straight Eight, a Fourteen and a Ten make up this year's programme. The enduring quality of the Renault is nowhere more evident than in the Twelve-six, which is available either as a full four-seater saloon or as a special de Luxe Coupé of very attractive finish. The Speed-six—produced to meet the demand for a "six" that would retain all the liveliness and "punch" of the four-cylinder model—is marked by increased flexibility and smoothness following upon the addition of the two extra cylinders. Two saloon models are available, together with the Sportsman's Coupé, in which supple springing and deep and comfortable upholstery combine to make comfortable riding and excellent road performance. The Big Six includes all the virtues of the six-cylinder, and it is fitted with either a five or seven-seater body, the latter being supplied with a division if required. Alternatively, for more sporting requirements, there are four-door, four-light saloons, and Sportsman's Coupés; the Straight Eight is a luxurious product. Of 28 horsepower, its propulsion is a near approach to the ideal. Acceleration, road holding, flexibility, braking and endurance are some of the features that may be confidently looked for in these cars, which have for some years been amongst the most popular of cars on Irish roads.

STANDARD.

The appearance of the small and the large Nine Standards in the Free State some months ago created quite a furore among motorists, and already these models are among the most popular of light cars. Both are coachbuilt saloons, in attractive colours. Big car comfort at small car cost, low running costs, driving simplicity and ease, coachbuilt bodies, four-speed gear-boxes with a silent third, a sliding roof in each model, are a few of the outstanding features. The small Nine will seat four adults in roomy comfort, and will give a speed of 56 miles an hour, the petrol consumption being at the rate of over forty miles to the gallon. Both models are tastefully finished and fully equipped, with greatly improved springing. The engine develops 21 h.p. from an R.A.C. rating of 9 h.p., and, as such, is sure to continue to appeal to the motorist who is seeking for economy in travel. The big Nine is a roomier car, and has all the additional advantages of extra equipment and upholstery. The Standard programme includes the "Sixteen" and the "Twenty," in addition to the "Nines."

THE TALBOT.

The Talbot has in recent years become famous, both on the track and on the roads, and by the records set up has reached an enviable reputation for dependability. These cars possess almost every quality demanded by the motorist, and satisfy the most exacting standard. Regular non-stop runs, not only at the Irish International Grand Prix but in other contests in many parts of the world, have established them as most consistent, while freedom from mechanical trouble in any road and track event in which they have competed is a remarkable test of their reliability. Powerful brakes, with very smooth action, and light steering, make a Talbot one of the most desirable and safest cars one can drive. As six-cylinder models, they can be had in units of 14 h.p., 17.9 h.p., and 20.9 h.p., with a wide choice of bodywork.

TRIUMPH.

This light car is among the vehicles that are achieving wide and well-merited appreciation. Graceful lines, coupled with excellent performance, must always appeal to motorists, and the Triumph has an exceptionally clean-built chassis, hydraulic brakes which are simple and powerful, and a four-speed gear box silent on all gears and very easy to operate. Moreover, body-work is an outstanding feature, both interior and exterior being finished in good style and quality. A low centre of gravity and even distribution of weight provide a considerable margin of safety, as well as contributing to the increased riding comfort. The engine, sturdy in construction, is smooth-running and rigidly anchored to the frame. Generous body room and seating comfort, low running and maintenance costs, and general reliability are found in four types of Triumph cars to select from—the Seven, the Nine, the Scorpion six-cylinder and the Twelve-six.

THE VAUXHALL CADET.

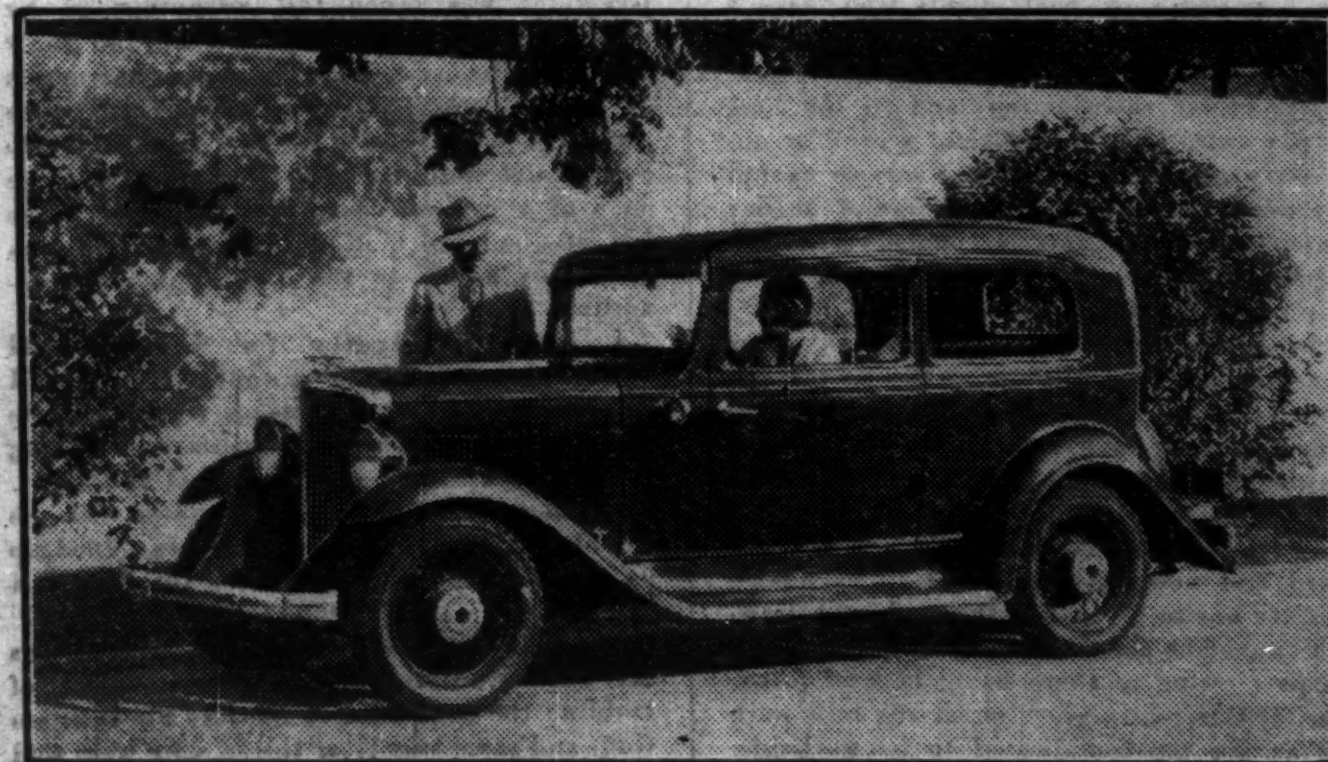
The 1932 Vauxhall Cadet is a sound British job that should have a very wide appeal. Clashing gears and double declutching have been overcome by the synchro-mesh transmission, which enables even the most inexperienced driver to make an immediate and silent change. The Cadet is a light six of 17 horse-power. The acceleration is extraordinarily good, and on the open road it is well up to a mile a minute. The hill-climbing capabilities stand well out, and the control, brakes steering and springing are designed to meet the spirited engine performance. Suspension is very efficient, and the long, supple springs, controlled by shock absorbers, make for the easiest of travel. The coachwork of the various models is stylish and the finish attractive. The equipment is most complete, including, as it does, safety glass all round; wire wheels, with large hubs and chromium-plated caps; luggage grid or trunk, with bumpers front and rear. There are five models—viz., the Cadet saloon, the two light Coupés, the four light Coupé, the Tickford saloon and the drop-head Coupé.

WOLSELEY.

A two years' guarantee with this car indicates the confidence that the makers have in their product. The Hornet six-cylinder saloon sprang into much favour on its introduction. This car will seat four adults, the wide doors giving easy access to both front and rear compartments of the car. During the past season the Hornet has done remarkably well in road performance and in competitions and trials, and its steady dependability during strenuous service has established it very firmly among the motoring public. The 21 County Saloon is a model de luxe, the engine having a massive seven-bearing crankshaft, which has a big influence on its smoothness and flexibility; while the coachwork is worthy in every way of the chassis that carries it. It is carefully finished and luxuriously upholstered. These cars possess a very high proportion of body space to chassis length, and a power weight ratio which retains in full the fine performance which built up the name of the Hornet. Four speed gear-box with silent third, ample room, pneumatic upholstery, winding windows and sliding sunshine roofs are other interesting features of this year's Wolseley programme.

THE LEYLAND.

The reliability of the Leyland products has long been established in the world of transport. Their four, five and twelve-ton cars and chassis have now been added to by the Cub two-ton chassis. The model is orthodox, but not ordinary; for it contains many desirable features, such as a six-cylinder engine, fully floating rear axle, and hydraulic brakes. The design is clean and simple, and accessibility is strikingly noticeable. The Cub has now been well tested, and has already established for itself the characteristics of reliability, margin of performance, and long life, for which the heavier types of Leyland cars are so justly famous.



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A EASY CORNER FOR LIGHT

THE MOTOR INDUSTRY. OLD DAYS AND NEW WAYS.

By R. W. Archer (Messrs. R. W. Archer & Co.)

It is but commonplace to say that the use of motor vehicles has, over the last twenty-five years, revolutionised transport in all its shapes and forms. Nevertheless, I will repeat that, had it not been for early experiments leading to the perfection of the internal explosion engine for road vehicle propulsion, we would not, in our own time, have seen the astonishing annihilation of distance by fast air, land and water machines, nor would many parts of the world now explored, mapped and measured have been known to any but their own human or animal inhabitants.

SERVICE.

Thinking on these facts, I am inclined to ask: "Is the manufacture of motor vehicles, both passenger and commercial, and the motor industry as a whole, given the status it is entitled to by Governments, economists, and the people of the countries where the larger manufacturing firms are situated; and, also, where motor vehicles are not manufactured, but largely used, as in the Irish Free State?"

Motor cars differ from many other types of machines, say, such as the dynamo, in that so far as their usage on the open road—often by inexperienced or unmechanically-minded people—makes them much more vulnerable to wear and tear. Therefore, they require more frequent attention.

This question of service opens up the very big subject of garage equipment for repairs, the supply of fuel, lubricants, tyres, parts and washing. So great is this branch of the industry, indeed, that, in spite of the perfection of the mechanism of the modern car, and despite the fact, too, that the manufacture of cars is not carried on here at present, some 35,000 citizens of the Free State find employment in motor service or its allied trades. It, therefore, ranks as one of the largest employers of labour in the Free State.

Now, if we admit the importance of the motor industry to this country, surely it deserves more respect from its own members, from the public and the Government. I do not blame the public if they look askance at some, at least, of the proprietors of motor garages; many garages, I am afraid, are run on hopelessly unbusinesslike lines, and their owners seem to have little true knowledge of the difference between gross and net profit. Consequently absurd practices have crept into this business—practices that no other trade could or would stand—but the garage proprietor is not always solely to blame.

Indeed, in one respect, at least, his task is made extremely difficult for him by certain types of customers. I refer to the ever-growing demand for excessive allowances on used cars in payment for new. Garage owners, who wish to make their premises well staffed and equipped for quick and good service, are heavily handicapped by this foolish practice, which gives the greatest benefit to the most plausible, and least to the honest and straight-forward.

BEHIND THE SCENES.

If the public understood the difficulties and complexities of the motor trade, the large amount of capital required to run even a small establishment, the cost of spare parts carried, and the large percentage of these which have to be written off the books as obsolete each year, representing a dead loss of cost and duty, cost of demonstration cars, licences and insurance, more moderate demands would be advanced for worn out and unpopular makes of cars in part-payment for new cars. On this point a great deal could be said, but records over a period show that clients who leave a reputable firm because of refusal to make reductions in price when purchasing a new car, usually regret their action, and in the long run pay twice over in inefficient service or unnecessary adjustments. Good service cannot be rendered by underpaid mechanics or boy apprentices, and if this is coupled with low-paid works managers, and insufficient or cheap equipment, dissatisfaction is certain.

The Government could help the Irish motor owner and garage proprietor vastly by making changes in the method at present in force in connection with defective parts sent to the manufacturer for claim under warranty. At present such parts sent to England or abroad may be passed as unsound by the company involved and new parts are sent in exchange, but duty has to be paid at this end, and drawback cannot be claimed on the outgoing defective part owing to there being lack of provisions for this contingency, or, at any rate, such ones as are too complicated to be workable. This leads to endless delay, loss of time and money, while the Customs secure duty a second time on a part of a car which has already paid

full duty on the original entry to the Free State.

Some remedy could be easily devised to overcome this difficulty, and it would be greatly welcomed. By the way, is it not quite time the statistical tax of sixpence on every postal parcel, irrespective of value, was discontinued—it hits the motor trade very hard?

Having castigated the buying public, the trade and the Government, it is now time to turn to more pleasant aspects of motoring. I touched at the opening of these very rambling remarks on the great changes brought about by motor vehicles. By no means the least of these is the vast change in roads. No great time ago, in fact less than ten years ago, the Free State roads were a disgrace to an otherwise charming country. Thanks to the efforts of those few intrepid members of the old Irish Motorists' Union, who made themselves obnoxious to the Government and who, ably helped by the Press, gave such full publicity to their claim for a fair return for the taxes then extorted from the motorist for the upkeep of the rottenest roads in Europe, we now have better roads than much of England and all of the Continent! Indeed, anyone who remembers the old Howth road, the Swords road, and others north and west of Dublin, can scarce believe as he or she motors over perfect surface, well sign-posted, and with virtually all dangerous curves and corners straightened out or removed, that it is the same Belfast or Brittas road. West and South the same holds good, and now even North Kerry and Clare can boast of good and safe roads to all the beauty spots and coast resorts.

EARLY DAYS.

Other great changes have been brought about by motor coach and car transit. There seems to be a general awakening, an improvement in farm buildings, gates, gardens, roofs, a growing civic pride throughout the country, the spread of the amenities of modern life, which is civilisation, have been all carried to remote places by the ubiquitous motor.

Indeed, if the truth be admitted, the motor car has brought more pleasure, life, excitement and sport into country places than any other invention ever devised by man, and it is impossible to imagine modern life as lived to-day without its services.

It is, indeed, a remarkable change from the early days of motoring, when, as a motor hove in sight, every horse-driver would leap from his seat and hold his horse by the bridle, and pedestrians would seek the nearest fence as a safe vantage ground until the hated vehicle had passed!

Horses and pedestrians were not the only ones that disliked the sight of a motor in those days. I was once attacked in a small car at Achill by savage dogs and had a nasty experience, but got away by putting the car to its utmost speed (some twenty-five miles per hour)! There was then lots of excitement to be had, too, from a run to Donegal or Westport, and a good average speed between towns would be ten miles per hour, much of the delay being due to the necessity of waiting for owners of asses and carts to turn their steed's face towards or away from the oncoming motor, according to the idiosyncrasies of its intelligence; with horses to the mental equilibrium of their owners, who generally succeeded in conveying their own fears to the horse before the arrival of the motor, with often ridiculous and sometimes disastrous results.

A good deal of the earlier history of motoring in the Free State is bound up with the Ford car. The fact that Mr. Ford was of Irish parentage was taken full advantage of by myself and other Ford dealers in the early days, and the car took a firm grip on the minds of buyers, and for many years Fords were almost exclusively used all over from North to South, and well they did their work in those days of stony and deeply rutted roads. The big engine and high ground clearance was admirably suited to the conditions then prevailing.

I took the Agency for Leinster and Connaught and signed a contract, which, I believe, was the first contract signed outside America, although several agents were selling in England and one in Scotland, Mr. Alexander, of Edinburgh, who shares with me the honour of being the first dealers signed up by the Ford Concessionaire for the Model N Ford.

The first purchaser supplied in Ireland was Mr. Ferrier, of Messrs. Ferrier and Pollock, of Dublin; the next went to the late Sir William Goff, and some twenty or thirty more were sold to hardy pioneers of the light car; for most motor cars of that date weighed a ton or much over, and the Ford Model N only 12 cwt.

COMMERCIAL CARS AND LORRIES.

THE FORDS.

To-day, perhaps more than ever before, it may be said that there is a Ford for every purpose. On the 30cwt. chassis there can be mounted an ambulance, a horse box, a meat van, a fire engine, a petrol tanker, a dustless refuse van, a tipping body or a moving floor truck, while the lighter chassis provides for a light delivery van, a ton truck, a ton van, a hand-tipping truck, and the hydraulically-operated three-way tipper truck and the farm utility truck. Still larger is the two-ton chassis, on which virtually every kind of body can be built. Very numerous are the uses to which these sturdy and economically run cars are being put every day in every country, and the fact that they increase day after day on the roads of Ireland is in itself a sufficient criterion of their usefulness in native commercial and industrial life. The new Fordson Tractor is easier to start, more economical to run, and more powerful than ever, and does hard, unflinching economical work over a long period of time, while running costs are lower per acre.

RALEIGH DELIVERY VAN.

This economical, efficient and speedy light transport car for the large and small trader carries up to five hundredweight. The tax is £4 and the insurance £3 10s. additional. Possessing all the capabilities of a motor van, it embodies the simplicity and low upkeep costs of a modern motor cycle, and has a larger carrying capacity than the usual 5 cwt. light delivery van. On the stoutly constructed chassis can be mounted a box carrier, a dual-purpose lorry—which can be used for transporting small cattle—a factory truck, a delivery van, and, indeed, many more variations of the type.

MORRIS COMMERCIAL.

The Morris Commercial Cars are becoming almost as well known as the private motor cars of the same name, and, like these, there is a very wide range to select from. Starting with a 15-20 cwt. chassis, they increase in size up to 4.5 ton. Of robust design throughout, they are designed with a reserve of power and strength to haul well over their stated capacity. The Leader chassis is fitted with an engine of 24.8 h.p., which develops 60 b.h.p. at 2,750 r.p.m., and adequate power is available throughout the whole working range. Four models are available, two having controls in the normal position, with wheel bases of 14ft. 6ins. and 13ft., the others having forward controls alongside the engine, and wheel bases of 14ft. 3ins. and 12ft. 9ins. The latter models are suitable for dealing with bulky loads, such as furniture, which necessitates large body space.

COMMER.

For over a quarter of a century the factory of Commer Cars, Ltd., Luton, has been devoted exclusively to the production of commercial vehicles. The latest addition to their range of cars is the Raider for one and a half tons. The very comprehensive specification, the variety of bodies for all purposes, and the features of the engine and chassis are sufficient to convince the transport user of the excellence of this powerful and sturdy truck, which, with handy wheel base and a small turning circle, has yet the utmost platform and loading space. In placing the engine well forward in the chassis frame, the designers have not only put it in the most accessible position, but they have given more loading space than is available on many chassis of longer wheel base, and the over-all length of the truck is shorter than the average. The range of Commer cars consists of vehicles of two tons up to five tons, and chassis for passenger vehicles to seat from twenty to thirty-two persons.

INTERNATIONAL.

The International Harvester Company market commercial cars having capacities of from one to four tons. Built for farm duty and general hard work, their characteristics are reliability, sound design and construction. The two-ton truck, fitted with a four-cylinder engine, is clean cut and simple, and all accessory parts and equipment are readily accessible when adjustment is necessary. The underlying features of design in this engine are based upon long experience in the production of efficient speed truck power mechanism. All models have been subjected to the most strenuous tests under actual operating conditions, and are built with painstaking care, rigidly inspected, and thoroughly proved after months of examination.

BEDFORD.

The Bedford two-ton truck is a British product placed on the market by Vauxall Motors, Ltd. This truck has been produced as an addition to the British Chevrolet range of trucks for those transport users who have heavier and bulkier loads to carry. The Bedford incorporates the most modern features for speed, reliability and economical transport. There are two chassis sizes. The short (10ft. 11ins. wheelbase) chassis has been designed for heavy, compact loads, and the long (13ft. 1in.) chassis for bulkier loads. Fitted with a powerful six-cylinder engine, the rating is 26.35 h.p. The high torque developed at low revolutions ensures a good pulling power at low engine speeds. There is excellent flexible top-gear performance, thus ensuring economical petrol consumption. With a full load up to 15.25 miles per gallon was obtained under test.

RETURN OF THE NUMBER OF MECHANICALLY PROPELLED VEHICLES LICENSED IN THE FREE STATE (1923 TO 1931 INCLUSIVE).

Class.	1923.	1924.	1925.	1926.	1927.	1928.	1929.	1930.	1931.
Private Cars	8,578	13,380	16,211	19,848	22,415	26,327	29,435	32,632	35,675
Motor Cycles	5,476	7,228	7,369	7,788	7,824	7,853	7,591	7,039	6,399
Goods Vehicles	3,204	4,489	4,950	5,468	6,017	6,496	7,299	7,637	8,278
Hackney Vehicles including Buses	5,003	7,830	8,208	7,999	7,256	6,389	6,303	5,914	5,402
Miscellaneous	—	—	—	—	—	—	—	1,325	1,406
Gross Totals	22,261	32,927	36,738	41,103	43,512	47,065	50,538	54,547	57,162

THE BRIGHTER SIDE OF MOTORING.

CHROMIUM-PLATING IN DUBLIN.

IN these modern days, when conditions in the home, workshop or office demand saving of labour, the use of chromium-plating is becoming increasingly popular. Here, at last, people are discovering, is a stainless medium which requires virtually no cleaning, and at the same time preserves an extremely attractive appearance. An article which has been chromium-plated preserves its brilliant polish for years—keeping brighter than a new sixpence, one might say—with a negligible amount of attention. The uses to which this form of plating can be applied are almost limitless. Virtually all metal work can be treated with it, and to car-owner, as well as housewife, it is a boon and a blessing.

SOME USES.

For the motor car chromium-plating is now largely used on radiators, lamps, badges, windscreens, door handles, dash board fittings, hub caps, bumper bars, ventilator cowls and lids, screwheads, and, in fact, all bright metal parts.

On the motor bicycle, of course, it can be used for handlebars, tanks, footrests, wheel rims, silencers, exhaust pipes, levers and so forth, and similarly employed for all shop-fittings in metal work.

In every case the result is an immense saving in labour and time. Chromium-plating requires no wax or other polish, and no unending expenditure of elbow grease. On motor cars, for instance, muddy or dusty parts are simply washed off and left to dry. They will continue to hold their brilliant polish. No polish or grease is necessary and there is no soiling of the woodwork, as is so often the case at present. Moreover, in wet weather the rain on these chromium parts will itself keep them clean and polished, as the chromium-plating is rust-proof and stainless.

In England, where people, on the whole, are much more alive to the advantages of labour-saving devices, chromium-plating has become very popular, even to the stage that metal furniture finished in chromium is now being manufactured for the home. Chair frames, beds, tables and all sorts of household articles are being introduced and being widely used.

TRANSFORMATION.

There has been established within the last year or so the Irish Nickel and Chromium-Plating Company, at 35 Westland row, Dublin, with a first class plant and skilled staff, competent to deal with all demands for plating. From the very beginning the advantages of chromium-plating have been appreciated by the public, and the company have been kept constantly at work attending to orders. Here every day many metal articles are transformed into a brilliant shining state. A bumper bar comes in discoloured and rusty in patches. It is passed through a solution which cleans off all dirt and foreign matter; then it is stripped of old plating by an electric process, after which it is run through an alkaline solution and cleaned before being immersed in a nickel vat of most up-to-date pattern. Next follows a process of polishing on high speed machines before the metal is placed in the chromium vat, where the final plating takes place, after which the article is washed by special process and left to dry.

There has been a growing demand for chromium parts, particularly from the big transport companies. The Tramway Company, bus companies, and railway companies have all appreciated the labour and time saving which such fittings effect, and from these concerns alone there is a constant source of work. Motorists also are becoming more and more alive to the advantages of chromium, and every week sees an increased demand for plating of motor parts. With a growing appreciation of the advantages to be gained there is every reason to believe that the use of chromium-plating will become extensive.

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MARINE MOTORING.

WHY NOT OWN A MOTOR BOAT.

THOUGH Ireland is a country of many beautiful rivers and loughs, it is surprising that motor boating as a pastime has not been more widely practised, especially in these days, when, even for the motorist, it is so difficult to find the peace of solitude for which man sometimes craves.

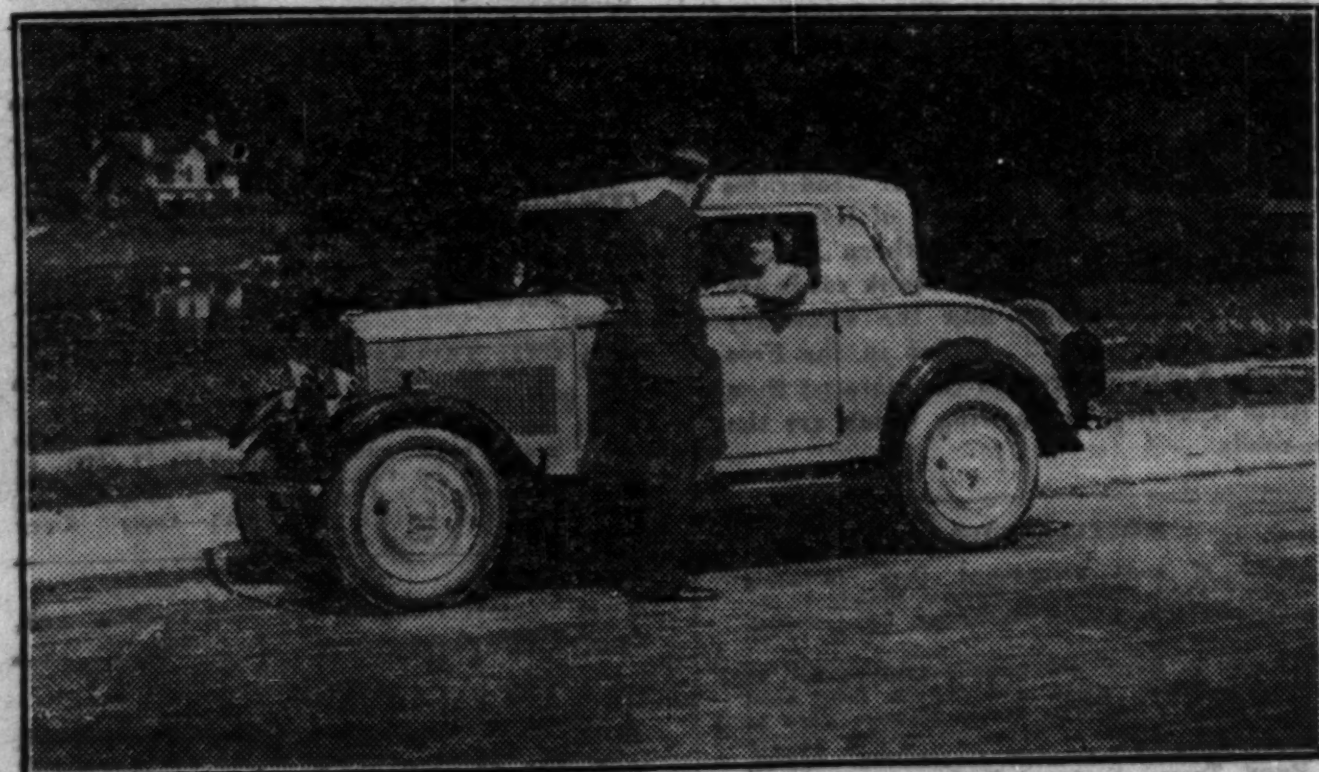
Motor-boating in Ireland dates from 1903, when the first race for the Gordon-Bennett Cup took place in Cork Harbour; there were then four competitors, and the winner's speed was something under 20 knots per hour. In later days but slight interest has been shown, notwithstanding the fact that since the War several firms have specialised in the construction of marine engines, both petrol and paraffin, so that the marine motorist need not put up with an adapted car engine. The present-day enthusiast, indeed, can now have his choice from a cabin cruiser, capable of sleeping four or more people, down to the simple outboard motor boat, with which unlimited enjoyment can be obtained. In many maritime countries, of course, motor-boating, and its off-spring, speed-boating, find ready favour, while inland on the Shannon, at Athlone, there is a very flourishing club of motor-boat enthusiasts.

In buying a boat it should be remembered that even a secondhand craft ten years old may be in quite good condition, the depreciation on a motor boat not being nearly as heavy as on a car. Insurance is an important item, however, and the new owner would be well advised to insure against damage and third party risks; it is possible to take out two policies—one for the cruising period of the six summer months and the other for the winter "lay-up." Membership of the Motor Boat Association is also to be advised.

The cost of motor-boating is not particularly heavy. A standard 30ft. cabin cruiser, suitable for extended cruises, will cost about £600 and 1d. per mile for fuel. With this class of vessel cruises may be made across the Channel, as well as through the inland waterways. The annual cost of upkeep of a boat of this class is about £100. As a sport motor-boating has a wide appeal to all lovers of freedom and fresh air, and at nearly every regatta there can be found at least one event, in which the amateur can compete if he is inclined; there is an exhilaration in driving across the sea at 20 to 40 miles an hour, with the spray dashing in your face, that cannot be obtained in ordinary motoring.

Cleanliness and tidiness on board the boat are essentials, and all equipment should be kept where the owner can lay his hands on it without hunting through every locker in time of emergency. Spare cans of petrol, a few sparking plugs, and a complete tool kit should always be on board. In attending to the outside of the boat it is generally considered advisable to pull the boat up on a slipway about every two months to clean off the weed on the hull and repaint the bottom. The action of the sea water on the engine should not be neglected, and grease and anti-fouling paint should not be spared, otherwise serious trouble will arise.

Where to go in your boat? The River Shannon is the first thought, down its navigable length through Lough Allen, Lough Ree and Lough Derg, and, if you so desire, branching off into the canals; the Lakes of Killarney, Lough Neagh, in the North, and along the Lagan Canal to Belfast Lough, and, in the North-West, Donegal's beautiful Lough Swilly.



GRACE AND UTILITY—A Peugeot Cabriolet.



A DUBLIN INNOVATION—Uniformed Attendant beside a petrol pump at Messrs. Summerfield's premises in Baginbun, Dublin.

THE DUMPING SCARE.

A TAXI DEAL THAT DID NOT MATERIALISE.

THE uneasiness created by a persistent rumour, within the last month or two, that taxi-cabs, which had been put out of commission by local authorities in English and Scottish cities, were being dumped wholesale into Dublin, has now been set at rest by the statement of General O'Duffy, Chief Commissioner of the Civic Guards. The rumour was not without foundation. Some months ago it was represented to persons and individuals interested in the taxi-cab business in Dublin that during the coming summer, when so many thousands of visitors were visiting Ireland in connection with the Eucharistic Congress and other functions, there would be a rich harvest for taxi-cab owners. There was, it was pointed out, a great opportunity now to pick up numbers of taxi-cabs at bargain prices in England.

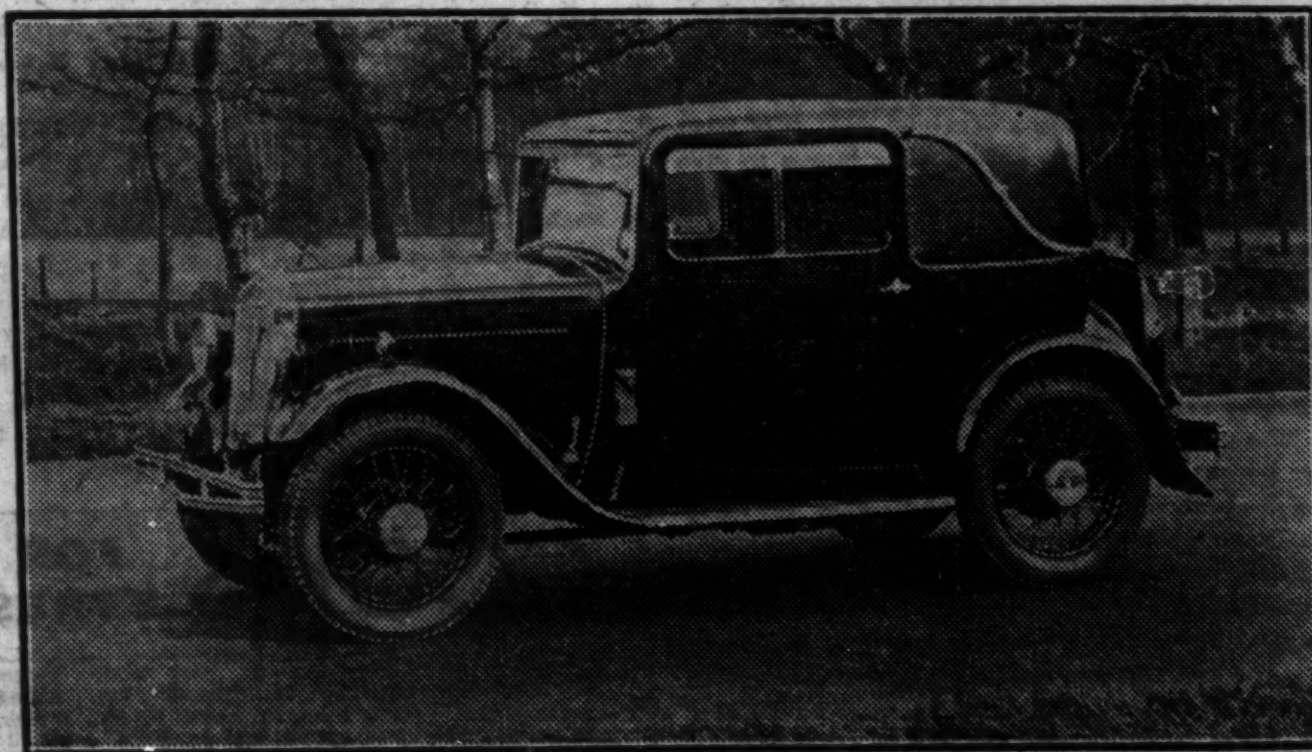
These "bargains" were really discarded vehicles which the authorities in London and other centres had refused to licence for further public use. They were offered to Dublin buyers at ridiculously low prices, and, in fact, could be had for an initial deposit of £5. Possibly they would have been well touched-up and have looked presentable, but a few days on the streets and their faults would have been discovered, and the unfortunate purchaser would have a millstone of debt around his neck

—if he had not by then become involved in a heavier claim following injury to passengers or pedestrians.

The Dublin licensing authorities, however, were not blind to the happenings of the hour, and the public at large were relieved when, in reply to a query as to whether there would be a relaxation of the stringent regulations governing the registration of public service vehicles, especially taxi-cabs, General O'Duffy stated that, in view of Dublin's present taxi service, it had been decided not to accede to the strong representations that had been made to him to relax the regulations.

Dublin cannot afford to have dilapidated taxi-cabs running on its streets during a year when so many thousands of visitors will be here.

The present system of "staggered" street lighting, with lamps placed at fairly long intervals on alternate sides of the road, is inclined to leave dark patches on the roadway, which make it difficult for the car-driver to see persons stepping off the kerb. Several systems have been introduced to combat this danger, and an example can be seen in part of Ailesbury road, Dublin, where the lights are set down the centre of the roadway. In America "strip" lighting, which has the effect of flooding the roadway with light from the pathway is in general use.



A DISTINCTIVE CAR—The 12 h.p. Six-Cylinder Wolseley Hornet Coupé.

COMPRESSION-IGNITION ENGINES.

RECENT DEVELOPMENTS.

WITH the objective of abolishing the fire risk and cheapening the cost of motoring, a considerable amount of research on the compression-ignition types of oil engines, known generally as Diesel engines, for motor cars, aeroplanes and motor boats has taken place within the past few years, and a number of types have been produced and put into experimental service.

Two difficulties which have to be overcome in the design of these engines is the weight, which is considerably greater than that of the petrol engine, and the pumping of fuel when the engine is running at high speed. Experiments are being carried out at the present time on a new supercharger, which will considerably increase the power of the engines and would reduce the running costs of the engine. All these tests, however, are being carried out in secret, and no information as to their operation has been permitted to leak out. Of the inventions for pumping the fuel one of the most important is that of Joseph Benes, a young Czech-Slovakian engineer, who has developed a pump, for which it is claimed that it will enable high speed, two-stroke crude oil engines to be used for comparatively light cars. Still another invention comes from Canada, where Mr. Joseph Dawson, of Toronto, claims to have discovered a means whereby two-cylinder crude oil engines will operate with the same smoothness as an ordinary eight-cylinder car gives at present.

Diesel engines have already been used with some success on the heavier commercial vehicles, and a recent example is the Armstrong "Saurer" coach which took part in the R.A.C. Rally at Torquay. This coach, carrying seven passengers and the driver, completed the 1,000 miles road test without loss of marks, at a total cost of 17s. 10d. for fuel. In England several companies are carrying out extensive experiments with crude oil engines, and it will be remembered that the ill-fated airship, R 101, was fitted with "Tornado" Diesel engines, which weighed about 8lb. per horse-power.

Germany has also completed a great deal of research work, particularly in the factories of the Junkers Company at Dessau; and here, again, is found the use of the compression-ignition engines as power units for airships, and four 850 horse-power "Maybach" heavy oil fuel engines are being fitted to the Zeppelin LZ 129, now under construction at Friedrichshafen. The Packard Company, in the United States, is also carrying out experiments, and has probably made progress equivalent to that in Europe. It is unlikely, however, that a Diesel engine, suitable for an ordinary light car, will be available for at least a year or more, although there is a growing interest on the part of motor manufacturers, who appreciate its possibilities from the economy point of view as a two-stroke engine.

For marine purposes the Diesel engine has already achieved some measure of popularity for power boats of 30 to 40 tons; in fishing vessels low-power semi-Diesels have frequently been installed, but they are somewhat noisy and not quiet enough for the ordinary pleasure boat. The simplicity of the crude-oil engine gives it considerable possibilities for the marine engine-builder, and there is no doubt that a high-speed Diesel will find wide application in pleasure craft of the future.

On the railways extensive and successful experiments have been carried out with engines of the Diesel and semi-Diesel type, while road-rail cars have also found use for the compression-ignition engine.

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No. 10
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Mistake

BARNETT—in ever-loving memory of JOHN Barnett, who passed away on April 10th, 1932.
GOLF—In loving memory of my dear mother, Julia Goff, who died at her residence, "Sans Souci," Rathgar road, on April 10th, 1917.
GOLDEN—in loving memory of Frances Mary

BEST ORRILL COAL 44/-
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A COSY CORNER FOR LIGHT READING

RURAL PETROL PUMPS.

CAN THEY BE THINGS OF BEAUTY?

ARE petrol stations, like gasometers and certain other necessary evils, doomed to be for ever blots upon our landscapes?

Wherever the motorist has penetrated to-day there the petrol pump is an essential corollary, so that there is hardly a village or hamlet to be found in any corner of the civilised world too small or too remote to have one of these unsightly accessories in glaring red or orange, and their influence upon the character of the countryside is akin to that of the advertisement hoarding and the wires and poles of the Shannon Scheme.

In some countries—notably Canada and the United States—efforts have been made to turn these monstrosities into things of beauty. Permits for the erection of filling stations along the highways have been granted by municipalities only after it has been shown that their design would be of artistic merit and such as, in the opinion of the critics, to add to the amenities of the site.

The result is that all along the roads of America the tourist passes, instead of the crude forms of ordinary pumps, quaint little cottages, in original and ingenious variations of Tudor and Victorian themes, fronted by trim, little garden plots through which the motorist drives to draw his supplies from the pump.

To some extent the artistic petrol station, built in similar styles, has made its appearance also in Ireland, and to a much greater extent in Great Britain. The beauty of most of these erections is undeniable; and yet can it be said that they save the countryside from being spoilt?

Unfortunately, no. Artistic as they are, these petrol stations cannot possibly be made to fit in with the other elements of a pastoral scene, and the incongruity of the combination is as unjust to them as it is to their environment. It seems that the question with which this article began can be answered in only one way, and that competitions for the ideal petrol pump or any other means of attempting to solve the situation would alike be useless. The ideal petrol pump for the countryside simply does not exist.

This is another of the many instances which are constantly cropping up in this commercial and mechanical age of the inevitable sacrifice of art to utility. It seems a tragedy, but the world must go on.

NIGHT-DRIVING DANGERS.

DAZZLING HEADLIGHTS.

THERE are two grave dangers which every motorist must face in night-driving—dazzling headlights and cattle on the roadway.

A number of anti-dazzle devices have been put on the market, but they do not seem to have had any considerable degree of use, and the general rule is to dim, or switch off, headlights and drive with wing lamps only when meeting another car on the road at night; nevertheless, this should not be done if there is danger ahead. This, of course, is an excellent plan, especially if, when meeting headlights, you slow down the car and look at the near side of the road, instead of at the approaching car; sometimes, when the headlights are on, it is possible to steer the car so that your lights will be clear of the oncoming vehicle. Headlights, however, should always be very carefully focussed when new bulbs are put in, and it is a good plan to drive to a straight stretch of road on a dark night and adjust your lamps to give the best possible illumination. Always focus your lights slightly below the horizontal rather than above it.

With the development of better street lighting it is to be hoped that the necessity for the use of glaring head lamps on roads frequently used by vehicular traffic will disappear.

The proposed Traffic Act makes it imperative for a light to be carried in front of cattle on the public highway at night, but this does not solve the problem for the motorist who may overtake a herd from the rear. Indeed, many motorists consider that it would be extremely wise if the regulation were extended to require the carrying of a red light as well. When meeting cattle always slow down to a crawl. A startled animal may dash itself against the car or otherwise do considerable damage to itself or the vehicle.

MECHANISATION OF THE ARMY.

THE MOTOR AND THE MOBILE UNIT.

THE use of motor vehicles during the Great War was in no small measure responsible for the rapid development of this form of transport for ordinary purposes; but since 1918 we have seen rapid strides made in the mechanisation of the armed forces of the world.

At the end of last year four out of twenty-five brigades of British artillery had already been mechanised, and there is every likelihood that a fifth brigade will follow in the near future. Light two-ton tractors are used for the purpose of transporting guns and limbers, and it has been found that there is a substantial saving in the upkeep of a mechanised brigade as compared with one equipped with horses, besides considerably improving its efficiency as a mobile unit. The speed of these tractors is about 25 miles an hour, and the petrol consumption is nearly seven miles to the gallon.

Armoured cars have long been in use, and the Free State Army has a number of these in service at the present time. In other armies, notably that of Great Britain, there has been a decided move to transfer the control of these vehicles to the air services; and, at the present time, the Royal Air Force armoured

car sections are operating widely in Egypt and the Far East. The two-seater tank, in addition to its "big brother," has also found a place in equipment for warfare. To see these vehicles operating over rough country during manoeuvres is extremely interesting. The care with which they are handled, and the fact that they are equipped with caterpillar tractors, enable them to climb hills and cross ditches that would be impossible to the ordinary vehicle, and at a speed which foretells the gradual but inevitable elimination of foot regiments.

Anti-aircraft guns, mounted on lorries, were used during the Great War, and since that time they have received the special attention of the experts, who have also adopted motor transport for searchlights and floodlights for aerodromes. The use of lorries for the conveyance of troops and supplies was an obvious step taken early in 1915, but this method has now been supplanted by the use of troop-carrying aeroplanes, and the dropping of supplies to ground forces by means of parachutes, which was carried out with considerable success in India last year.

Undoubtedly, for military economy and efficiency, motor vehicles are rapidly replacing all other forms of transport.

PROPOSED MINISTRY OF TRANSPORT.

NEED FOR CO-ORDINATION.

ONE of the matters to which the new Government will have to give its early attention is the introduction of a properly controlled and co-ordinated system of transport, linking up all rail, road and other services.

At present the problems of transport are dealt with by three or four Ministerial departments, with the inevitable consequence that what is "everybody's child is nobody's child." When the present Government were an Opposition Party in the Dail their chief spokesmen were insistent in their urge that a Ministry of Transport, controlling and co-ordinating all branches of transport, should be set up. Now that they have come into power they have the opportunity to push forward with their own policy in this matter.

The Traffic Bill, which has gone through Committee in the last session almost as an agreed measure, will, in all probability, be re-introduced in its amended form, and simultaneously the new Government could table their proposals for the setting up of a Minister for Transport. In taking that step they will have the support of the motor trading industry and of all engaged in the country's transport services.

Critics of the late Government charged the Ministry with an almost complete absence of imagination, of grasp of the realities of the transport situation, with its ever-changing problems and complexities. They could not understand why the Government, which had tackled other problems so resolutely and successfully, should have failed to tackle transport.

The ordinary layman could only find as the reason the mistaken policy which split up the supervision of transport between so many departments, where, instead of co-ordination, there were separate watertight bureaucracies.

The new Government have now a splendid opportunity to retrieve the mistake of ten years ago, by the creation, as one of their first legislative steps, of an all-embracing Ministry of Transport and Communications.

The Labour group in the Oireachtas, particularly Senator O'Farrell and Mr. Davin, have fought consistently for the creation of such a Ministry, and they still stand for such a policy and programme. Now, it would seem, they have the opportunity to give effect to that policy. That they are alive to the urgency of the matter is shown by the resolution they passed at a recent conference in Dublin, in which a resolution was passed urging the setting up of a Ministry of Transport.

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COOK'S for Tyres, cash or easy terms: largest comprehensive stock in Ireland; free fitting; truck owners catered; special offer 2,500 Goodrich Tyres Clearance, also 5,000 Duna Motor Oils, 12/6 for 5 gallons; Secondhand Tyres cheap; Fenian street, continuation Lincoln place, Dublin. Telephone 62613. Saturdays 6 p.m., Sundays until 2 p.m.

SIGN POSTS ON IRISH ROADS.

TRUNK AND LINK ROADS.

EVEN the most indifferent motor driver must have been impressed in his trips through the country at the manner in which Irish roads are now marked out with sign-posts. The rate at which this work has been carried out during the past few years has been praiseworthy, and reflects the greatest credit on the local authorities and the motoring associations. The extensive use of sign-posts in this country has really only been a growth of the last ten years. While the county councils and motoring organisations across the water had made great strides in the erection of such posts throughout the length and breadth of Great Britain their use in this country was almost negligible.

Up to a short time before the War posts indicating mileage and other useful information were few and far between. The most informative were those which had been erected through the agency of the Cyclists' Touring Association, the pioneers in this respect, who caused warning notices of dangerous hills and so forth to be erected for the guidance of wheelmen. Then the Automobile Association entered into the work, and great strides were being made to sign-post all roads, when the Great War intervened and held up progress. After the War, however, the work was again taken up, and now there is not a road from Cork to Antrim, or from Dublin to Galway, which is not only freely marked by sign-posts, but which gives in the way of posts and other signs information that makes it impossible for the motorist to go wrong. The country is now as liberally studded with sign-posts for the motorist as any country in Europe. A stranger dropped in the most remote part of the country would find it a simple matter to find out his location and get to any desired centre.

The Automobile Associations concerned are ever on the look out for new schemes for improving their sign-posts, though motorists generally do not make themselves fully conversant with the meaning of the different marks and signs displayed. The numbers on the posts are the official numerical indications of the Roads Branch of the Local Government Department. The letter "T" before any number indicates that the road in question is a trunk road, whilst the letter "L" indicates that it is a link road, or a road of lesser importance. The lettering in Northern Ireland is different; there the main or trunk roads are designated "A" roads, and the secondary roads are marked "B." Either in the Free State or in Northern Ireland the motorist then has little difficulty in knowing which are the main roads.

MISCELLANEOUS.

A LOT of good Secondhand Cars, including Austins, Fords, Morrisons, Talbots, Standards, etc. Prices ranging from 25 up—Hennessey, Castlebar, Co. 4.

VISITORS to Kerry are recommended to call at Listowel Motor Works and inspect their Used Car Department. Reliable Re-conditioned Cars at very moderate prices. Electrical repairs quickly executed by qualified mechanics. Gasolines, Spare Oil, Petrol, Tyres, Ford and Fordson Tractor Main Dealers. Austins, Fiat, Morris County Distributors, Phone 8.

Wonderful Value



Sable Shaded Coney Scarves, 2½ yards long, made from delightful soft full skins, with six Sable Fitch Paws, trimmed Squirrel Tails. Usual Price, 29/6. Special Offer

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Comfortable,
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ALL NEW 1932 MODELS.

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MAKE A PICTORIAL RECORD OF YOUR TOURS.

DIXON
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111 GRAFTON STREET, and 12 SUFFOLK STREET.

SECONDHAND CARS.

NOVER.

1 1924 AIR-COOLED ROYCE Tourer, 4-seater; in perfect order; several repairs just done; £100. Os. Od.—Cullinswood Motor Co., Oakley road, Ranelagh.

FORD.

1 1930 FORD 2-seater Sports, as new. Address "Z 4150, Ford," this office.

30 CWT. FORD Truck; unregistered; seized; £185. Address "Z 4148, Truck," this office.

TRACTOR (Fordson), shop-soiled; agricultural wheels, roadwheels, pulley; £90.—Higgins, Garage, Galway.

SOLID Rubber Industrial Wheels for Fordson Tractor, new, shop-soiled.—Higgins, Garage, Galway.

30 CWT. TRUCKS—Ford, twin wheels, £100; Chevrolet, £70; Ford, single wheels, large steel body, £75.—Higgins, Garage, Galway.

1 1931 30 Cwt. Ford Truck, never in use, last year's price £220, selling now, to clear, at £195; 1 1929 30 Cwt. Ford Truck, in splendid order all round, 2,000 miles, £80; 1 1930 30 Cwt. Ford Truck, in perfect order, £85.—Apply Kerry Motor Works, Tralee, Co. Kerry.

TALBOT.

1 1929 TALBOT Coupé, in very good condition, £285. Address "Z 4149, Coupé," this office.

AUSTIN.

AUSTIN 7 h.p. Saloon, overhauled, well-used, £22 10/-; Oxford Saloon, 1928, £20; Overley Sports, racing body, complete wings, tank, bonnet, etc., £25. All above perfect. Austin 7 h.p. Touring, £17 10/-.—Roscoe Motor Works.

500 LIGHT SUZUKI PULLEY, 3 months old. Roshida's blood-tested stock, strong and healthy. 4/6 each.—Kington, Farnham, Co. Cork.

DRESS AND COSTUME.

AT JAMES S. McMAHON AND CO'S OFFICES
CHOICE HOUSES FOR SALE.
AT North Circular road—£1,350; 3 re-

1 Basement Residence, 5 picture apartments, conservatory, off diningroom, electric light and heating throughout, bath, two lavatories, toolhouse; space for garage; rent £5 5s; lease 999 years; price £1,285; Co. 4 Grafton street. Appointment, Corrigan and

A DRAWINGROOM Flat, Herbert street, three rooms, separate hall door flats, Merrion square. Particulars, Archer, 12 Lower Fitzwilliam street; phone, 62025.

AT 15 Herbert place, unfurnished flat, 4 rooms.

AT Sharpley's, Baby Lion Specialists—Lad. Nursery Requisites—Nassau street, Acc. street.

Stamped office. No Original

MOTOR TOURS IN IRELAND.

SOME SUGGESTIONS FOR HOLIDAY-MAKERS.

THE great improvement that has taken place in the condition of Irish roads—they are to-day comparable with the finest motoring roads in Europe—has opened up immense possibilities for the motoring tourist. No longer can it be said that some of the most beautiful areas in the country are too difficult of approach. First-class roads nowadays penetrate into the most remote parts, so that even far-flung mountainous areas in Kerry, Mayo or Donegal are now comfortably accessible and can easily be included in a motor tour. The private owner, of course, being master of his own movements and free to depart from the beaten track, following whither his will directs, has a glorious field to select from, but there is, too, ample opportunity for the non-motorist who wishes to make close acquaintance with the countryside. For him excellent facilities are offered by the different motor 'bus companies in the way of attractive tours ranging from six days to a month or more. Indeed, even the day tripper is provided with a chance to see quite a lot of the country in the course of specially arranged trips.

SIX-DAY TOUR IN THE SOUTH.

The following six-day tour which can be made by motor 'bus at a reasonable tariff covers virtually the whole of the South-West, South and East area of the Free State:—

First Day—Dublin to Limerick via Naas, the Curragh, Monasterevan, Maryborough, Borris-in-Osney, Roscrea, Toomevara, Birdhill, the Shannon Electricity Works, and stay night at Limerick.

Second Day—Limerick to Killarney via Patrickswell, Vale of Adare, Rathkeale, Newcastle-West, Barnagh, Abbeyfeale, Farranfore and Killarney.

Third Day—Touring Killarney, taking in the Gap of Dunloe and the trip on the Lakes.

Fourth Day—Killarney to Cork via the famous Coach road through Kenmare, Glengarriff, Bealnageary, Inchigeela, Macroom and Blarney.

Fifth Day—Cork to Waterford via Castle-martyr, Youghal, Dungarvan, Bonmahon, Tramore.

Sixth Day—Waterford to Dublin via New Ross, Enniscorthy, Ferns, Arklow, Woodbridge, Vale of Avoca, Rathdrum, Glendalough, Roundwood and Bray.

This is a glorious tour that covers some of the loveliest scenery and places of historic interest in the country.

TOURS FROM BELFAST.

Belfast is an ideal centre from which to make acquaintance with Northern Ireland, and it is surprising what a wealth of scenic beauty and historic associations can be covered in even a short four days' tour. Here is one for a week-end:—

Friday—Belfast, via Dromore, Banbridge, Castlewellan, Newcastle, Killeel, Mourne Mountains, Silent Valley, Rostrevor, Warrenpoint, Newry, Loughbrickland, Banbridge, returning to Belfast.

Saturday—Belfast to Larne, and then along the famous Antrim Coast road to Cushendall, passing Carrickfergus and Glenarm. Then through the lovely Glens of Antrim, and on to Portrush and the Giant's Causeway. This stretch of road is indescribably beautiful.

Sunday—From Portrush to Portstewart, Downhill Cliffs, Limavady, to Londonderry. Thence to Letterkenny, Ramelton, Milford, Mulroy Bay, Rosapenna, Kilmacrenan, Barnes Gap, Raphoe, Barmesmore Gap, Donegal, Ballyshannon, Belleek, Boa Island

and Lough Erne, and the night can be spent at Killybegs.

Monday—Forenoon spent sightseeing or boating on Lough Erne, after which the motorist resumes the journey to Enniskillen, and thence returns to Belfast, after a most delightful tour.

TEN DAYS' TOUR OF IRELAND.

Dublin, Glen of the Downs, Glendalough, Rathdrum, Woodbridge, Arklow, Gorey, Enniscorthy, Wexford and Rosslare, New Ross, Waterford, Tramore, Dungarvan, Youghal, Cork, to Glengarriff via Blarney, Dripsey, Macroom, Inchigeela, Bealnageary, Pass of Meimaneigh, Snave Bridge. (By permission of Mrs. Allan Bryce the famous gardens of Illnacullin may be visited). From Glengarriff to Killarney via Kenmare, Parknasilla, Sneem and Windy Gap. Tour of Killarney, visiting Ross Castle, Tor Waterfall, Gap of Dunloe, McGillicuddy's Reeks, Killarney to Kilkee via Castleisland, Abbeyfeale, Rathkeale, Adare, Limerick, Newmarket-on-Fergus, Clarecastle, Kildysart, Ballynacally, Labasheeda and Kilrush. From Kilrush to Galway via Doonbeg, Quilty, Spanish Point, Lahinch, Cliffs of Moher, Kilshanny, Lisdoonvarna, Ballyvaughan, Bealaclogga, Kinvara, Kilcolgan and Oranmore. Galway to Sligo, via Oughterard, Maam Cross, Recces, Clifden, Leenane, Westport, Newport, Mallaranny, Castlebar, Swinford, Charlestown, Tobercurry and Ballisodare. Sligo to Derry, via Bundoran, Ballyshannon, Donegal, Killybegs, Ardara, Glenties, Stranorlar, Raphoe. One-day tour of Donegal Highlands, taking in Manor Cunnigham, Letterkenny, Ramelton, Milford, Rossapenna, Creeslough, Gweedore and Dungloe, returning to Derry. Derry to Belfast, via Limavady, Coleraine, Portrush, Giant's

Causeway, Bushmills, Ballycastle, Cushendun, Cushendall, Glenarm, Larne, Whitehead, Carrickfergus. Belfast to Dublin, via Newcastle, Killeel, Rostrevor and Warrenpoint, Newry, Dundalk, Monasterboice, Drogheda, Balbriggan.

At the completion of such a tour the motorist will have visited most of the maritime beauty spots in Ireland.

SHORT TOURS OF THE WEST.

Delightful short four or five days' tours can be made from Dublin, taking in Connemara and the glorious West Country. The first day might be spent in the journey to Galway, taking in Maynooth, Kinnegad, Mullingar, Athlone, Athenry, with ample time to become acquainted with these old towns. On the second day there is a glorious day's travelling offered in doing Connemara, making a detour at Recces to cover the wild grandeur of the South-West area, and thence on to Clifden, visiting Maam Cross and Kylemore en route. The third day can be taken up with the journey to Sligo, via Leenane, Westport, Castlebar, Ballina, and by that lovely stretch of coast road on to Sligo. On the fourth day there is a full day's run through the Midlands to Dublin.

An ideal trip this for a short holiday. A tour of the Donegal country and of the North coastline from Moville to Belfast, and thence via Newcastle, Warrenpoint and back to Dublin, can also be easily managed in a four or five days' motoring trip. But, as the motorist will find out for himself, if, indeed, he has not long since learned, there are countless tours which can be made through a country whose charms are inexhaustible.

DONEGAL HIGHLANDS. HEGARTY'S HOTEL, LETTERKENNY

For Fishing, Golfing, and Tennis cannot be surpassed.

The Finest FREE SALMON and SEA-TROUT FISHING in Ireland.

Also Very Good Sea Fishing on Lough Swilly. Letterkenny is an Ideal Centre from which to explore the scenic beauties of the Donegal Highlands.

For further particulars and terms apply to: MICHAEL MCNELIS, Proprietor. Telegraphic Address—McNelis, Letterkenny. Phone No. 11.

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GOLF HOTEL, in own grounds, overlooking Atlantic, Central Heating, Hot Running Water all rooms. Ideal situation for Motorists. Championship Golf, Tennis, Good Fishing, Beautiful Strand and Scenery. 4 Guineas weekly, inclusive, except August, 4th

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Bedroom and Breakfast, 8/6. Table d'Hôte Lunch, 2/6. Table d'Hôte Dinner, 4/6. A la Carte Meals served in Restaurant from 12.30 until 9.30 p.m. Wedding Breakfasts and Dinner Parties specially catered for. Phone Numbers: 23213 and 21939. T. MAHON, Manager.

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AN A.A. and R.I.A.C. Appointed Hotel. Convenient stop for Motorists. From DUBLIN to Donegal, Sligo, Mayo. From BELFAST to Mayo, Galway and the South. Phone 14. M. E. McDERMOTT, Proprietress.

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FOR BETTER HOLIDAYS. BOOK EARLY THIS YEAR. R.I.A.C. and A.A. Appointments. Free Garage. Wires—Kelly, Strand. Phone—Rosslare, No. 1.

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"BEAUTYREST" BEDS. FREE GARAGE FOR 30 CARS.

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Telegrams—"Hotel Metropole, Cork."

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Beautifully situated, facing sea. Best centre for motoring. GOOD BATHING. GOLF. TENNIS. Fifteen minutes from Dublin. Rooms with hot and cold running water, gas or electric fire, and bedside lights. PRIVATE BATHROOM SUITES. MODERATE. COMFORTABLE. EXCELLENT TABLE.

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BED AND BREAKFAST, 8/6. HOT AND COLD WATER. WEDDING BREAKFASTS A SPECIALITY. COMPLETE WIRELESS INSTALLATION.

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Good Hotel, Good Food, Good Service

Phone: Glengarriff 3. Telegrams: Eccles, Glengarriff.

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ATTRACTIVE AND WELL APPOINTED

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Officially Appointed A.A. and R.I.A.C. Hotel.

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New and handsomely decorated Rooms for Reception, Private Dances, Luncheons and Dinners. Open to Non-Residents for Meals, Table d'Hôte and à la Carte. Moderate Terms.

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This most up-to-date Hotel will be found Central for Exploring Donegal Highlands. LARGE LOCK-UP GARAGE.

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MULLINGAR.

First-Class Family and Commercial. Boots Meets All Trains. GARAGE.

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The Hotel is situated midway between Cork and Dublin, 4 miles from the famous Holy Cross Abbey. 45 Bedrooms, many with running water and central heating. Good public rooms. Lounge, Billiard Room and large Garden. Fully Licensed. GARAGE FOR 30 CARS. Proprietress ... L. HOGAN.

THURLES

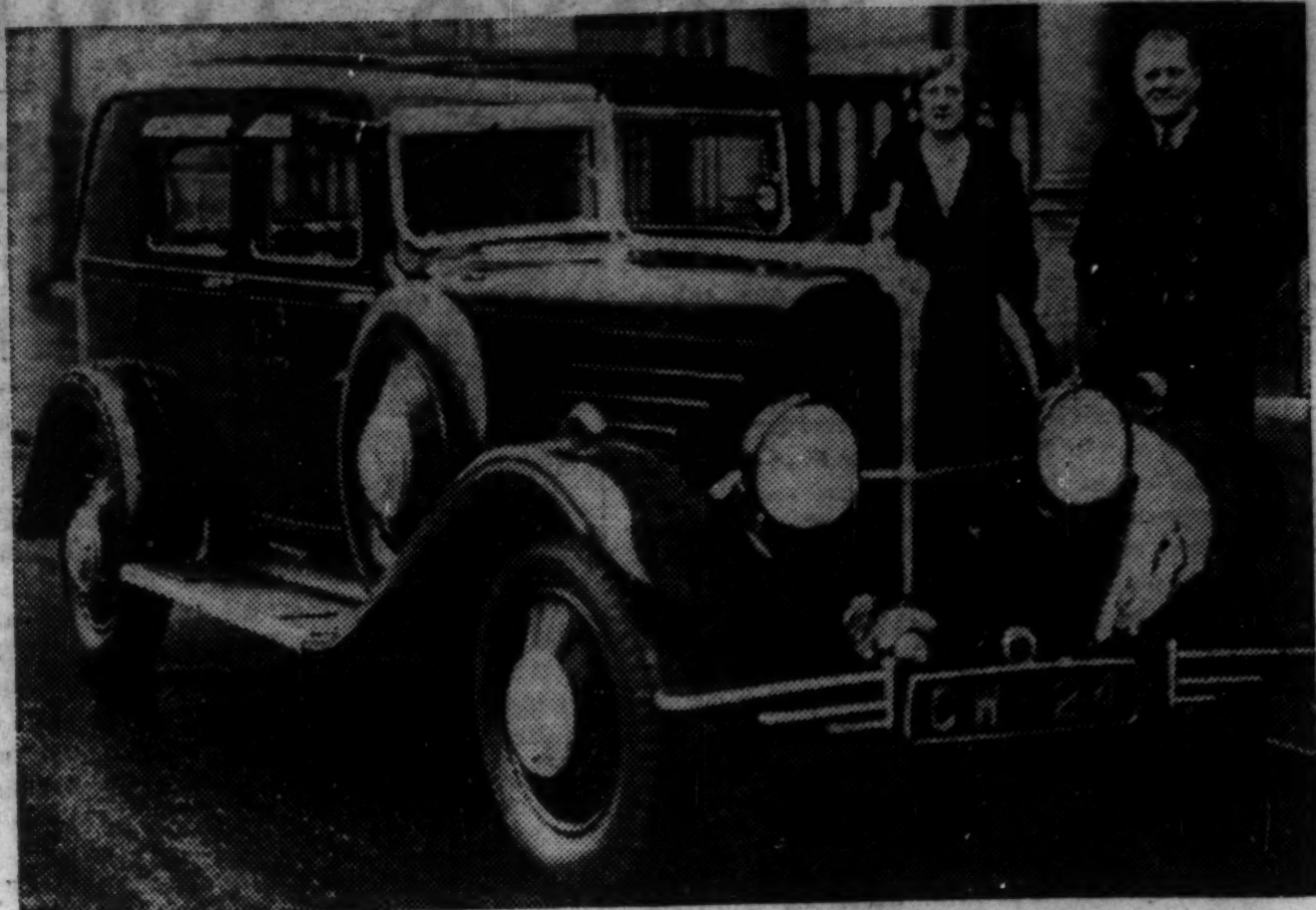
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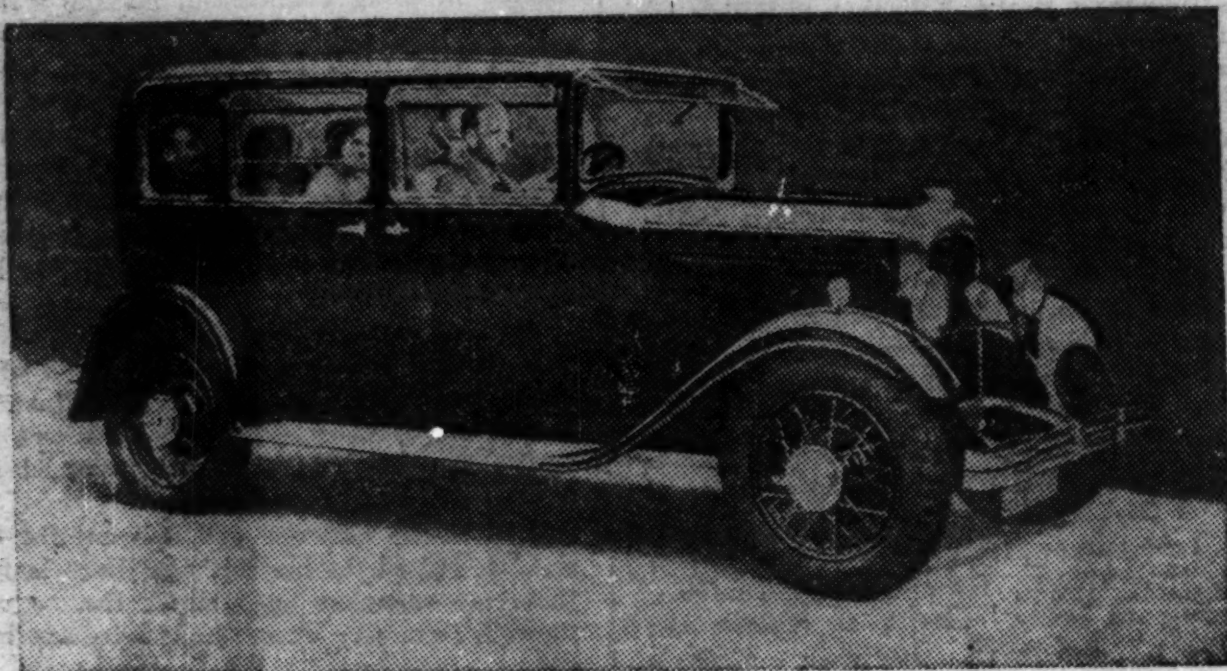
1932 MODELS : THE IRISH 1931 GRAND PRIX.



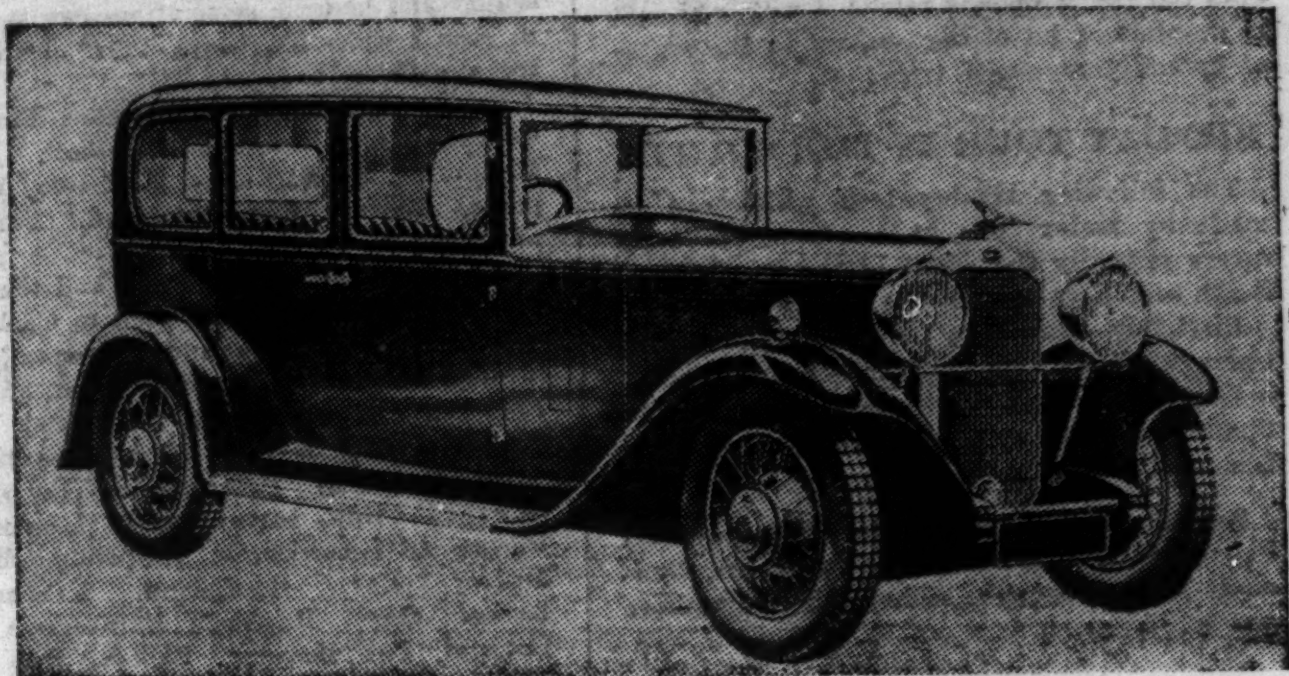
PILLARLESS.—A Triumph Super Seven Four-door Saloon, with the doors open showing ease of access.



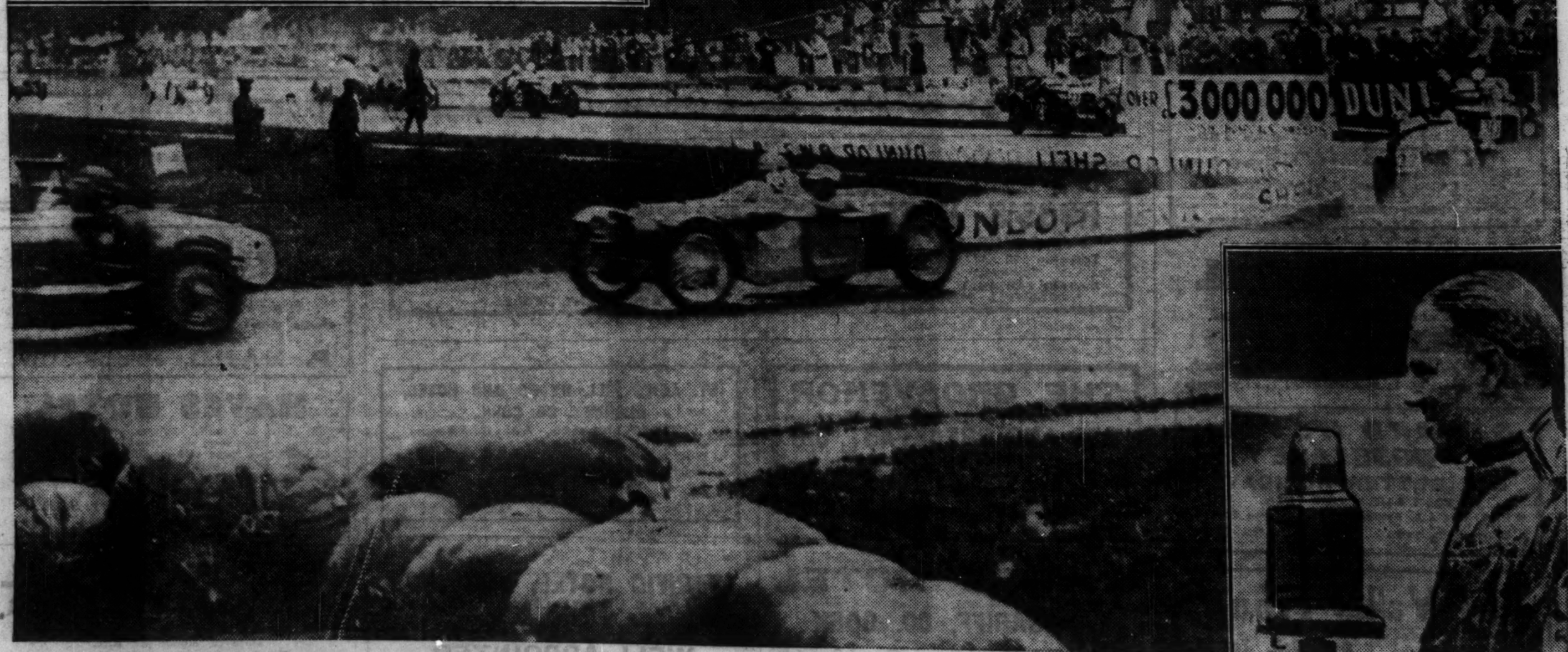
H.R.H. Princess Arthur of Connaught takes delivery of her 1932 "Kaye Don" Singer Saloon from Mr. W. E. Bullock (managing director, Singer and Co., Ltd.).



A FAMILY CAR.—A "Fourteen" 7-seater Citroën Saloon de Luxe.



A DISTINCTIVE MODEL.—The new Humber Snipe Saloon.



WILL NEXT YEAR SEE A REVIVAL?—Photographs taken during the Irish Grand Prix Motor Races in Phoenix Park last year. The large picture shows competitors rounding Mountjoy Corner. Top left—The winner, Mr. Norman Black, with Mr. R. T. Horton and Major Gardner, second and third. All three drove M.G. cars. Lower right—Mr. Black speaking into the microphone.



500 LIGHT SUPER PULLEY, 3 months old, Rothchild's blood-tested stock, strong and healthy, 4/5 each.—E. Kingston, Enniskillen, Co. Cork.

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AT JAMES S. McMAHON AND CO'S OFFICES
CHOICE HORSES FOR SALE.
AT North Circular road—£1,350; 3 re-
ception, 4 bedrooms, maid's room, but.

FURNITURE (next train and post)—Charming Non-
servatory, or dining room, electric light and heating
throughout, bath, two lavatories, toolhouse; space for
carns being transferred. Appointment, Carrigan and
Co., 4 Grafton street.

A DRAWINGROOM Flat, Herbert street, three
rooms, separate bath door, two and four
bathrooms, Archer, 12 Lower Fitzwilliam street; phone,
62023.

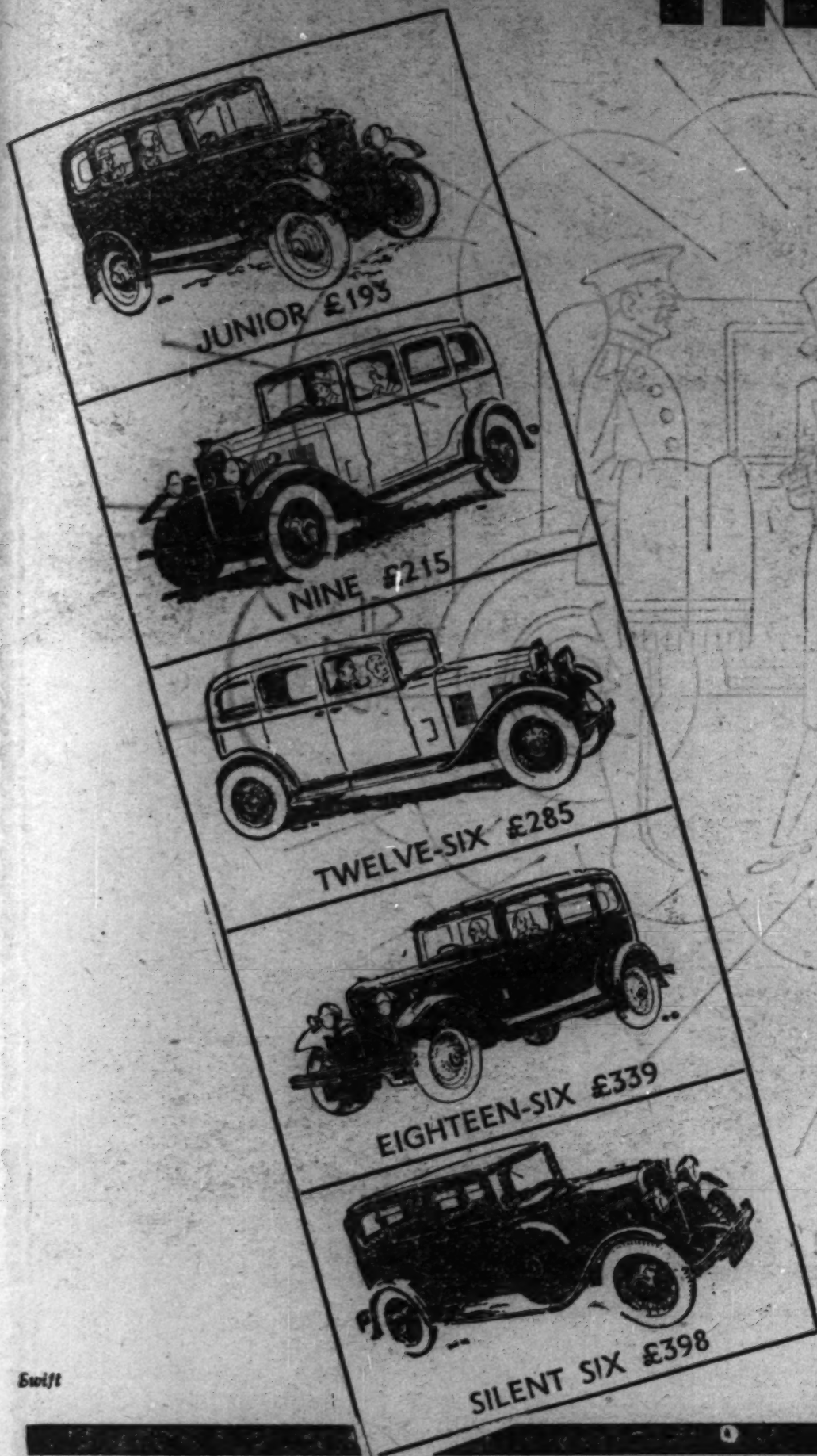
AT 15 Herbert place, Unfurnished Flat, 4 apart-
ment, bath, kitchen, sitting room, etc.

AT Sharpley's, Baby Linen Specialists—Let
to write for Catalogue Baby Linen, Acco
Nursery Requisites—Nassau street, Lower

HERE'S YOUR CAR



Every Singer is a perfect Engineering Job—sound as a bell—built to give years of trouble-free service. Every Singer, from the Junior to the Eighteen Six Saloon is equipped with rear petrol tank and four speed gear box with HILO traffic third. Every Singer Saloon has four wide doors, Triplex windscreen and a luxurious wealth of equipment. Every Singer is moderately priced and cheap to maintain; 1½d. per mile will run a Singer Junior and cover petrol, oil, tax, insurance and depreciation.



SINGER LUXURY NINE—Standard equipment includes Triplex glass, all round, bumpers front and rear, and real leather upholstery. Come and see it at 18 Stephen's Green. Price in Dublin, £215.

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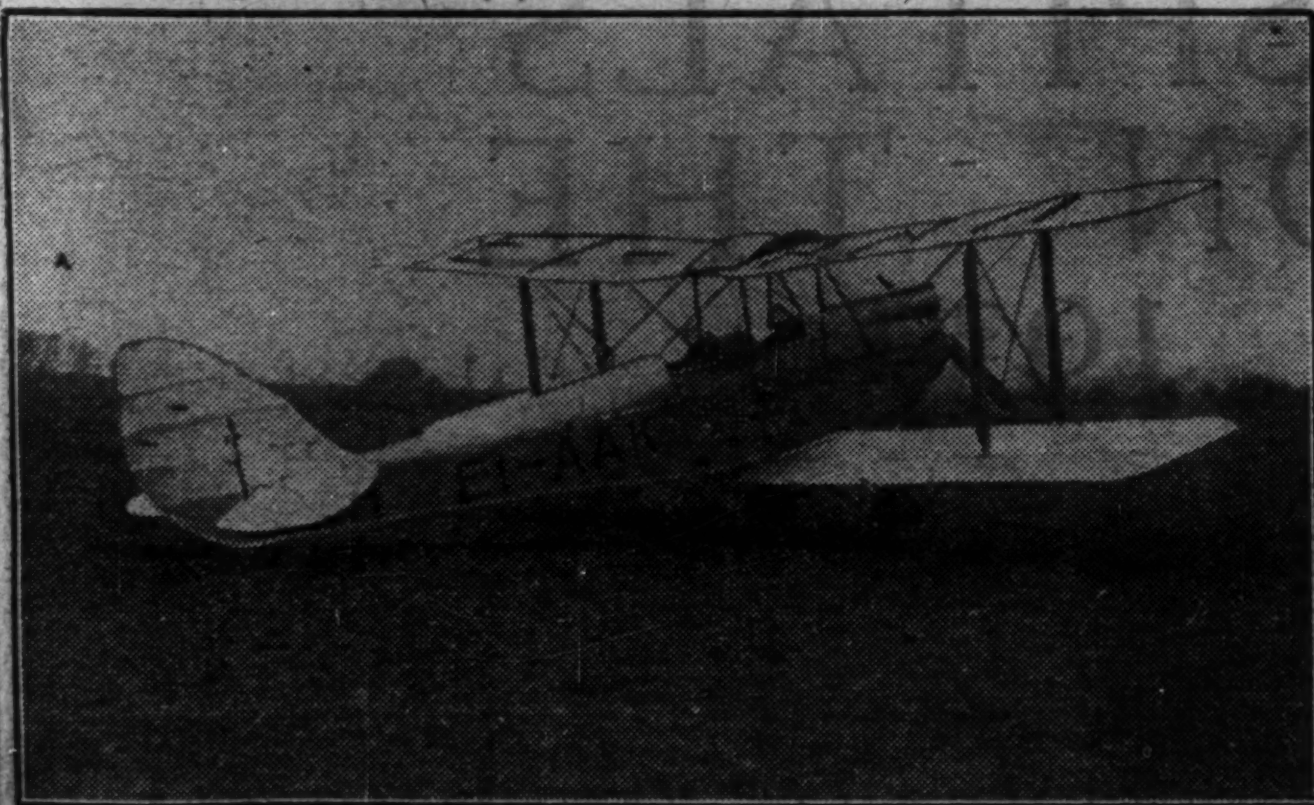
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The policy of the Rover Co. is to make the best possible car of its type, and no effort is made to reduce cost unduly.

Quality must come first and when it is practicable the product is improved rather than strive for lower prices.

Rover improvements are constantly being incorporated rather than wait for seasonal changes only.

We invite inspection and trial of the New Models just ready.

THE FAMILY TEN £240

PILOT (SIX CYLINDER) £299

TWO-LITRE (SIX CYLINDER) £375

METEOR (SIX CYLINDER) £497

ALL DELIVERY FREE DUBLIN

All Rover Saloon Bodies are now Hand-built and Guaranteed Free from Rattle.

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(OPPOSITE DUBLIN CASTLE)

DUBLIN

IN MEMORIAM.

BARRETT—In ever-loving memory of John Barrett, who passed away on April 10th, 1932. To the loving memory of my dear mother.

BEST ORRELL COAL
BEST WIGAN COAL

Ton.

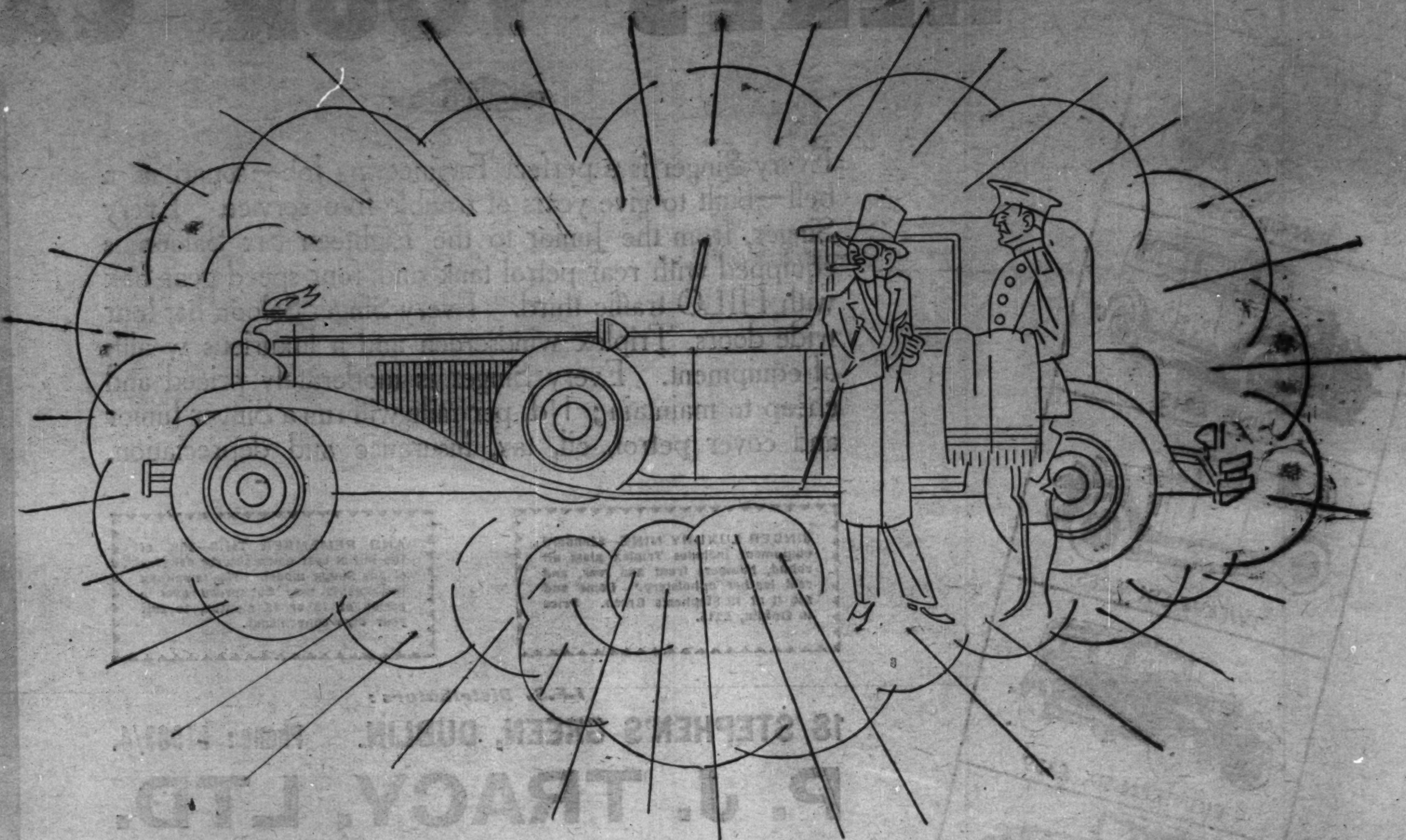
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For Boys under 14 years of age on 1st August, 1931, tenable for three years at their Grammar Schools. Examination for above will be held (D.V.) on the 7th and 8th JUNE NEXT. Entrance Forms must be lodged with the Registrar on or before the 20th May next.

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The Car of your dreams

You may be able to buy it after June 1st. Your chance of winning £30,000 in the next Great

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is as good as that of anyone else.

The Prize Distribution will be as under:—

Each sum of £100,000 will be treated as a unit to be divided as follows:—
Winning Horse, £30,000; 2nd Horse, £15,000; 3rd Horse, £10,000. Drawers of all other horses not declared forfeit at the first acceptance divide £35,000. 100 Cash Prizes of £100 each, £10,000. Total—£100,000. Any sum remaining which does not reach £100,000 will be divided into 10 Cash Prizes of equal amount.

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500 LIGHT Sussex Pullets, 3 months old, Rothschild's blood-tested stock, strong and healthy, 4/6 each.—E. Kingston, Ennistown, Co. Wick.

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AT JAMES S. McMAHON AND CO'S OFFICES.

CHOICE HOUSES FOR SALE.

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TREASURE (next tram and bus)—Charming Non-servatory, off diningroom, electric light and heating throughout, bath, two lavatories, toolhouse; space for garage; rent £3 5s.; lease 800 years; price £1,385; owner being transferred. Appointment: O'Riordan and Co., 4 Grafton Street.

VICTORIA Street—Excellent House, perfect repair, selling—Arthur Jones and Son.

A DRAWINGROOM Flat, Herbert Street; three rooms, separate hall door, Merion square. Particulars, Archer, 12 Lower Fitzwilliam Street; phone 62023.

AT 15 Herbert place, Unfurnished Flat, 4 apartments, bathroom, kitchenette, electric heating; also small Flat, one lady, good locality. 5 B.

AT Sharpley's, Baby Linen Specialists—Ladies to write for Catalogues Baby Linen, Accoutrements, Requisites.—Nassau Street, Lower Street.

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